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AMERICAN NATIONAL LIVE STOCK ASSOCIATION

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Sheep Slaughter Shows Increase for 1925

UP to October 1, 1925, slaughter of fat lambs and sheep at thirteen large markets shows an increase of 240,287 head compared with the same period in 1924.

ALL through the year, lambs from feed-lots and off the range have been much heavier than in 1924, it being estimated that this has increased the dressed-lamb supply fully 10 per cent, or over 500,000 head. This, together with increased numbers slaughtered, makes a total increase equal to about 750,000 head more going into the dressed trade.

THE market for the year 1925 has averaged higher in prices and has shown less fluctuation than in any other year except war periods.

PROBABLY no other reason is more responsible for these higher prices and steadiness of the market than the increased marketing at Denver and the better distribution obtained thereby, both before and after slaughter. It has eliminated gluts and stimulated consumption.

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American National Live Stock Association Convention
Phoenix, Arizona, January 13, 14, 15

You will find the warmth of our welcome equaled only by the glow of Arizona's Mid-Winter Sunshine

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Nature's Masterpiece—a Desert Sunset

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If you like the old-fashioned kind of winter, with plenty of snow and slush and sleet, you will be disappointed in Phoenix; for we have nothing to offer you but blooming sweet peas and roses, velvety green lawns, palm-lined streets and drives, acres of orange and grapefruit trees laden with luscious golden fruit, herds of fat, sleek cattle grazing in knee-deep alfalfa, and the hum of dozens of cotton gins. Our slogan for your convention is: "Business before Pleasure—but Plenty of Pleasure!"

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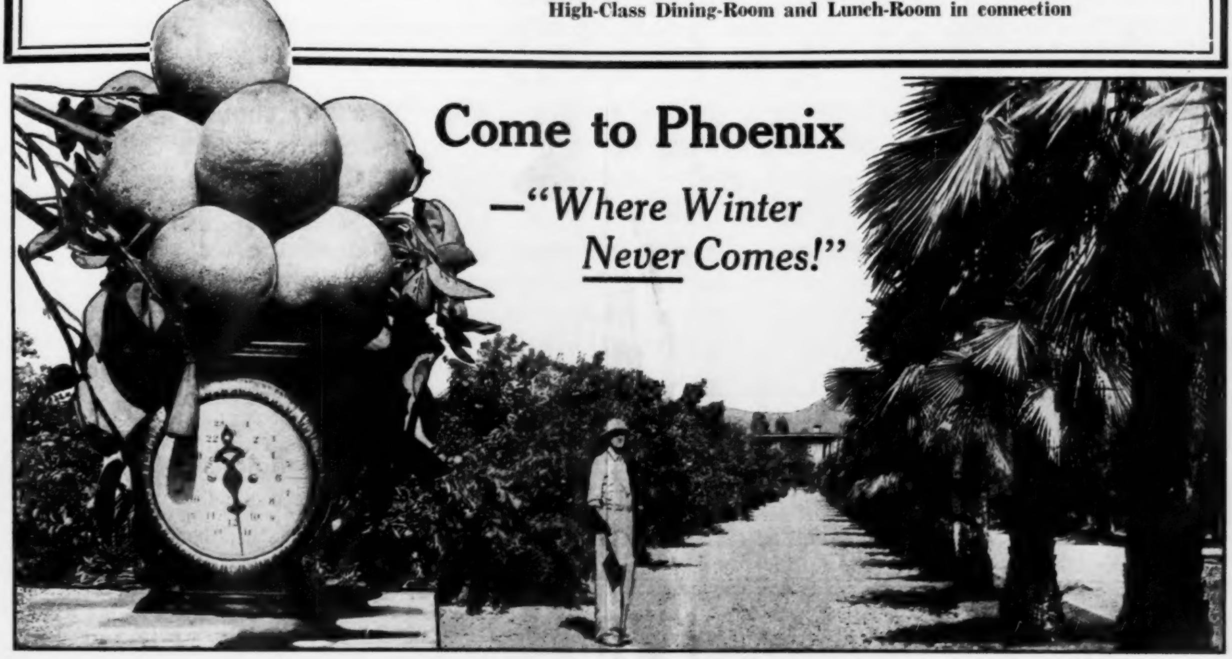

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THE PRODUCER
THE NATIONAL LIVE STOCK MONTHLY

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The Tariff as a Factor in Determining Cattle Prices

TO WHAT EXTENT have the duties imposed by the tariff acts of 1921 and 1922 on live cattle shipped into the United States affected the price of our domestic product? If no increase in price has resulted, who has paid the duty on such cattle as have come in in spite of the tariff wall? A pamphlet lately issued by the Tariff Commission, entitled "The Cattle Industries of the United States and Canada," attempts to find an answer to these questions. As the title indicates, Canada alone is dealt with. For the present, Mexico, with her depleted herds, may be left out of account.

Many similarities, we are told, exist between the cattle industries of the two countries. In both, large numbers of thin animals are bred in the range regions of the West, whence they are transported east to be fattened for consumption. The Dominion, however, differs from the United States in that it has an exportable surplus, both of fat cattle for immediate slaughter and, especially, of stockers and feeders. Whatever excess the United States possessed previous to and during the war has melted away under the influence of rapid price recessions in the period following. In Canada, with her vast stretches of cheap land, wartime stimulation to cattle production was relatively greater, and the problem what to do with the surplus has remained a pressing one. The difference will be appreciated when it is stated that the number of beef cattle in the United States in 1924 was 377 per 1,000 inhabitants, while in Canada it was 620.

United States Natural Market for Canada's Surplus

Due to geographic, climatic, and economic conditions, the United States furnishes the natural outlet for the Canadian surplus. Ocean transportation is expensive; besides, prior to 1923 Great Britain prohibited the importation of "stores"—that is, unfinished cattle—from her oversea dominions. Freight rates from the western provinces to St. Paul were, and are, lower than to Toronto—$5.81 per head lower in the case of fat cattle and $4.44 per head less for stockers and feeders. As a consequence, before the enactment of the tariff laws, the bulk of the Canadian excess was marketed in the United States. During the five years from 1916 to 1920, inclusive, we imported an annual average of 228,644 Canadian cattle, against less than a hundred head that went to Great Britain.

When the Emergency Tariff Act was passed in May, 1921, placing a duty on cattle of 30 per cent ad valorem, and when that was followed, in September, 1922, by the permanent act, levying duties of 1½ cents a pound on cattle weighing less than 1,050 pounds and of 2 cents a pound on cattle weighing more, the effect on Canadian exports was quick and decisive. In 1921 only 135,257 cattle of all descriptions were exported to the United States. During the following year, owing to the severe drought then prevailing, causing heavy liquidation, this figure rose to 189,760; but in 1923, exports slumped to 96,873. In 1924 they were 97,847. Previous to 1920, stockers and feeders constituted 53 per cent of the exports to the United States; during the following four-year period they averaged 87 per cent of the whole.

Lifting of British Embargo against "Stores"

This development had the natural result of making the eyes of Canadian breeders turn across the Atlantic. The demand for the abolition of the British "embargo" against store cattle grew loud and insistent. After much bickering, the ban was finally dissolved in April, 1923. Shipments to Great Britain, which had jumped to 33,053 in 1921 upon the enactment of the American tariff, rose to 79,435 by 1924.

A partial solution of the marketing problem of the Dominion was thus found—but only a partial one, since the total cost of marketing cattle from the western provinces of Canada in Great Britain in 1923 averaged about $44 per 900-pound "store." This is a formidable handicap to overcome; and it is doubtful whether, in the long run, a producer in the Calgary or Winnipeg district, for instance, will find it profitable to send feeder cattle across the Atlantic at a cost greater than the purchase price. A cheapening of marketing costs by 50 cents per 100 pounds would, however, in the opinion of the Tariff Commission, seem likely to guarantee an export trade of sufficient volume to take care of the Canadian surplus of fat cattle and well-fleshed feeders, in condition to be butchered immediately upon landing or after a brief period of grazing in the juicy English pastures. Such a surplus, it is estimated, at present hardly exceeds 100,000 head (about 3 per cent of the total British slaughter), and will rapidly decline with the increase in Canada's population.

Canadian Breeders Still Shipping across Border

The question which the Canadian breeder, then, has to decide is whether it pays him better to export his cattle to Great Britain, with the enormous transportation charges involved, or to the United States (principally St. Paul), after payment of the import duty in addition to the freight rates. That the latter course still is deemed the more advantageous by many producers is proved by the figures which we quoted above. Close on 100,000 head are still coming across the border every year—mostly thin cattle. In 1924 these imports made up only 0.73 per cent of our domestic slaughter of beef animals (13,425,000 head), while they represented approximately 15 per cent of the marketable surplus of Canada's herds. That the Canadian cattleman, under the circumstances, finds it possible to export at all rather forcibly illustrates the difference in cost of production between the two countries.

Under normal conditions, reasons the Tariff Commission, such comparatively slight imports might not have much effect in reducing average annual prices on thin cattle in the United States. There might be a seasonal effect, resulting from the fact that most of the cattle arrive during the last five months of the year. Furthermore, because of temporary maladjustment between the markets of the Pacific coast and the Middle West, Canadian exports to the former section may at times assume local importance, as in the fall of 1923. Taking the country as a whole, however, under ordinary circumstances we might have been able to absorb the Dominion contingent without any appreciable flurry in domestic prices. In the depressed state that has existed in the cattle industry during the past four years, what has been the result? In other words, has the tariff had any traceable effect in increasing or maintaining prices at our markets?

Prices on Heavy Cattle Stimulated by Tariff

If we look to fat cattle only, the answer must be in the affirmative, according to the commission; although it is admitted that it is not easy to ascertain the exact extent to which prices have been influenced by the import duties. Here the rates on beef play a decisive part. Under the emergency law of 1921, an impost of 2 cents a pound was levied on beef; in the permanent act this was raised to 3 cents. During the years following 1921, prices in the United States, both on slaughter cattle and on beef, rose persistently, while export prices fell. Since imports of fat cattle, then as always, were unimportant, it must have been the duty on beef which supported domestic prices, making difficult the entry into this country of the huge foreign supplies of that commodity which temporarily glutted the English market.

With the barrier raised against free exports to the United States, Canadian quotations followed the trend of Southern Hemisphere meat at London. This is seen from the fact that, while for the first five months of 1921 prime beef sold higher at Toronto than at Chicago, after the enactment of our tariff law there was a precipitate decline in Canadian prices. In 1924 beef at Toronto was lower by $3.50 per 100 pounds than at Chicago. Argentine chilled hindquarters, selling in London in 1921 at $2.70 per 100 pounds under prime domestic beef in Chicago, in 1924 were $6 lower. As will be remembered, after a decline in 1922, western steer beef at Chicago advanced sharply in 1923.

Effect on Stockers Not so Easy to Determine

Turning to thin cattle, or stockers and feeders, we find a different set of facts, and one not so readily analyzable. While, taking 1913 prices as a base at 100, the price of native beef steers at Chicago reached a peak of 188 in 1919, fell to the base level in 1921, and, under tariff stimulation, as we have seen, ascended to 116 in 1923 and 1924, stockers and feeders, on the other hand, climbed to the high point of 154 in 1919, slumped to 92 in 1921, and have remained below parity ever since. This situation, of course, has been in large measure attributable to forced liquidation, with the consequent jamming of the markets—a liquidation caused by post-war depression, greatly enhanced production costs, and unfavorable climatic conditions.

But if the tariff, passed in aid of the producer struggling against all these odds, thus far has not had the desired effect of directly raising the price of thin cattle to a remunerative level, it at least may be safely assumed that, without the tariff, prices would have sunk still lower. If Canada could have continued to

Photo by Charles J. Belden, Pitchfork, Wyoming]

RANGE ON A NATIONAL FOREST IN WYOMING

[Courtesy Pastoral Review, Melbourne, Australia

dump her whole available surplus into our markets, at a time when our own producers were compelled to sacrifice even their breeding stock, it is not difficult to imagine what the effect might have been. An indication of what would have been likely to happen is furnished by the fact that the spread in prices on stockers and feeders between Chicago and Winnipeg since 1921 has widened materially, caused by declines at the latter point, while Chicago prices have remained practically stationary.

[To show the present price relation on different classes of cattle in Canada and the United States, we may mention these figures: At the middle of October "choice export steers" were quoted at Winnipeg at $6 to $6.50; "fleshy short-keep feeders," at $4.75 to $5.25; "veal calves," at $6 to $6.50. At about the same date these prices obtained at Chicago: "choice steers" (1,100 to 1,500 pounds), $14.50 to $16.25; "good to choice feeders" (800 pounds up), $7.25 to $8.75; "vealers," $9 to $12.50.—EDITOR.]

Canadian Producer Pays Major Part of Duty

It would thus seem that it is the producer of thin stock in Canada, and especially the breeder of the western provinces, which is the surplus region, who has paid the lion's share of the duty on such stocker and feeder cattle as have entered the United States since May, 1921. In view of the large number of thin animals available in the United States (about 4,300,000 a year), it appears to the commission not likely that the importation of the entire exportable Canadian surplus (approximately 128,000 annually) could have caused a serious decline in domestic prices. The exclusion of a part of this surplus from our markets, however, is held to have stiffened prices to some extent, while it has exerted a far greater reverse effect on Canadian prices.

Summing up, this conclusion is drawn with regard to future developments:

> It has been recently stated with much emphasis that imports of Canadian stockers and feeders are needed to supplement the domestic supply. This may have been true during the war years, with their continuous demand for a larger supply of beef. But, under normal conditions, domestic cattle-feeders have an abundant home supply from which to draw, and there is reason to believe that, for a considerable time at least, this supply will tend to increase, not only absolutely, but also relatively to population increases.

THE PROSPERITY COMPLEX

IN OUR EDITORIAL in the October issue, under the above title, where we fortify our protest against the contention of the railroads that returning prosperity has enabled the live-stock producer to bear his share of the proposed freight increase, by quoting from figures published by Armour's Live Stock Bureau, an error has crept in which we hasten to correct. In the graphs appearing on pages 6 and 7, all *values* have reference to purchasing power and not to actual prices.

This misconstruction, of course, in no way blunts the point of our argument, but rather renders it the keener.

THE LONG-AND-SHORT-HAUL BATTLE

BY HAROLD E. CASSILL

Spokane, Washington

FROM THE SECTIONAL STRUGGLE of a small pioneer community against discrimination in freight rates by a railroad, to a national issue involving preservation of intercoastal Panama Canal commerce—such, in brief, is the story of the dramatic thirty-five-year fight of the people of the interior West for relief from an unjust and discriminatory transportation tax; a struggle of the pioneer spirit for the right to develop this western country to the fullest extent. It is the story of a people arrayed against the far-reaching power of the railroads which opened this territory to colonization.

When the first rail lines were built across the Rocky Mountains to the Pacific coast, nearly half a century ago, there were comparatively few settlers in the plains and intermountain states. The railroads had to depend almost entirely upon the traffic to the terminal cities, having practically no business in the interior. As population grew, they found new business coming to them. Instead of making their freight rates to these new sections proportional according to distance from the East, however, they charged the interior country the full rate through to Pacific coast terminals, plus the back-haul charge from the terminal to the interior. This made freight rates to interior cities as much as 100 per cent higher than those to terminals hundreds of miles farther west, despite the shorter distance from the East. In this we find the real beginning of the long fight of the western pioneers for justice in freight rates.

In order to have a clear understanding of the freight-rate fight, it is necessary to look at the early beginnings of commerce in the United States. In the very early days of railroading there was a bitter struggle between rail and water carriers for supremacy. It was an uneven contest; for the boat lines, carrying freight only from port to port, could not stand up under the competition of the rapidly developing railroads. The rail carriers could make unreasonably low competitive rates to port cities, and recoup their losses by charging unduly high rates at interior points. This was an advantage that the boats did not enjoy, and they were gradually forced out of business, until today almost the only commerce on the great eastern and southern rivers is carried on government-owned barge lines, and on some private lines operated by large industrial concerns.

Interstate Commerce Act

In 1887 Congress enacted the Interstate Commerce Act to regulate commerce and place operation of rail lines under the jurisdiction of the Interstate Commerce Commission. Amendments have been made from time to time, but the fundamental principles of the act are the basis of the Transportation Act of 1920, under which railroad operation is regulated today.

Realizing the serious menace that confronted the nation in the vicious practice of rebating and discriminating against individuals and communities in freight rates that grew up during the early competitive days, Congress wrote into the fourth section of the Interstate Commerce Act the provision that no railroad should be allowed to charge more to carry passengers or property a shorter than a longer distance over the same route "under substantially similar conditions and circumstances." Congress put those last six words in because the lawmakers realized that, in the adjustment of the transportation system, there might be need of allowing some exceptions from the long-and-short-haul rule. However, clever operating officials seized upon that phrase as the joker of the law, and, after the Supreme Court had ruled that railroads themselves were the sole judges of the similarity or dissimilarity of conditions in any given cities, they proceeded to violate the law

consistently, and made many unjust discriminations against communities by means of discriminatory freight rates. In that short phrase the western transcontinental railroads found justification for the transportation tax, in the form of discriminatory freight rates, which they had chosen to inflict upon the western interior communities as soon as business began to develop with the settlement of the country. They alleged that conditions on the coast and in the interior were not similar, because of "potential" water competition on the coast.

Probably no section of the act has been before the Interstate Commerce Commission and the courts more frequently than the long-and-short-haul clause of the fourth section. It has been the subject of litigation for more than thirty-five years, and the tremendous problem involved is not yet settled. The first action to force railroads to abide by its intent was started before the commission by the Spokane Merchants' Association in 1889. That case was lost, as were several subsequent hearings. The people, however, were undaunted by the repeated defeats administered by the railroads, and during a quarter of a century of almost continuous litigation were successful in repeatedly narrowing the differential between freight rates from the East to the interior and those to the Pacific coast.

Elimination of Obnoxious Phrase

In 1910 it was thought the long battle was won. In June of that year Congress amended the long-and-short-haul clause by striking out the obnoxious words "under substantially similar conditions and circumstances," and provided that violations should be permitted only in "special cases" and "after investigation" by the commission. These changes strengthened the fourth section, but did not provide the sweeping victory that was sought by the people of the West. Violations remained, and interior cities day after day saw trainloads of freight moving through their very dooryards, billed to Pacific coast terminals hundreds of miles beyond, at freight rates from 50 to 100 per cent less than they enjoyed.

The fight continued without slackening, and on March 15, 1918, a victory was scored when the Interstate Commerce Commission ordered all westbound violations of the long-and-short-haul clause removed by the western transcontinental rail lines. This order was made after a showing that all Panama Canal boats had gone into the war trade and that canal competition no longer existed. The effect of this action on the intermountain country was almost instantaneous. Trade areas of the cities were immediately expanded; for no longer could a Pacific coast jobber undersell a local wholesaler because of his undue advantage of lower freight rates. Industries began to thrive in a small way, and the entire business outlook was improved. However, there has remained an uncertainty which has not warranted full development. The old discriminatory rates, which in the past had given Pacific coast centers an undue advantage over the interior, had been wiped out by an order of the Interstate Commerce Commission; but even today it is more than a mere possibility that they may be restored at any time by an order of the same body.

In 1920 Congress made it still harder for railroads to justify demands for continued violations of the fourth section. When the Transportation Act of 1920 was passed, it included an amendment to the long-and-short-haul law which said that the Interstate Commerce Commission should "not permit the establishment of any charge to or from the more distant point that is not reasonably compensatory for the service performed." This amendment has played an important part in subsequent efforts of western transcontinental rail lines to revert to the old discriminatory rate structures.

Problem Becomes a National One

Before the war, litigation over the fourth section was almost entirely sectional, but an application to violate the long-and-short-haul clause, filed almost immediately after the return of the rail lines to private operation, lifted the question from the realm of sectionalism into that of a national policy. In this application the western roads sought authority to violate the law by making rates to the Pacific coast less than those to the western interior country on almost every commodity manufactured in the East and shipped to the West. In this application the very commercial life of the Panama Canal in intercoastal traffic between Atlantic and Pacific ports was made an issue; and it is an issue today. Railroads attempted to justify their plea for fourth-section violation on the ground that the Panama Canal was ruining their business, and that, unless they could make low rates to the Pacific coast in competition with canal boats, they would suffer untold injury. They contended that they could not afford to make the same rates to the interior that they proposed to make to the coast terminals, and that it would be commercial suicide to attempt it.

Hearings on this application were held by an examiner for the Interstate Commerce Commission throughout the country. Representatives of the railroads and of the western interior cities attended practically every hearing, following the examiner around the country like an old-fashioned barn-storming troupe. It was a tremendous expense both to the railroads and to the people.

In October, 1922, after fourteen months of litigation, the commission refused to grant the railroad application; but less than a year later—in August, 1923—the roads were back before the Interstate Commerce Commission with an application to violate the fourth section and charge lower Pacific coast terminal rates than interior rates on forty-seven staple commodities on which the Panama Canal boats are dependent for most of their business. Extensive hearings have been held on this application, and the examiner who conducted them has recommended a denial of the application. The Interstate Commerce Commission has not yet made its decision.

Empty-Car Argument

In this last application the westbound empty-car movement was one of the chief arguments of the railroads. They introduced evidence before the examiner to show that they have to haul large numbers of empty cars from the eastern yards to the West in order to move western products to the East. In effect, their statement was this: "Let us make Pacific coast rates that will enable us to take some of the tonnage now moving by the Panama Canal, put it in these empty westbound cars, haul it out to the Pacific coast at rates that will pay us a little money, and then, perhaps, we shall be in a position to give better service, and possibly reduce freight rates."

The argument was a beautiful one, but has not stood the test. There are nine railroads which, either directly or through their connections, run between Chicago and the Pacific coast. During 1923 these nine transcontinental carriers handled 225,700,000 tons of freight. During the same twelve months the Panama Canal boats carried 5,534,062 tons of merchandise freight. So, if the Interstate Commerce Commission permitted these nine rail lines to make rates to the Pacific coast that would enable them to take every ton of freight now moving by Panama Canal boats, they would have increased their own tonnage by just 2½ per cent.

However, the railroads in their testimony said that they were not interested in the eastbound tonnage of the boats. All they wanted was some portion of the westbound tonnage. That westbound tonnage during 1923 was just 3,095,738 tons. To make the best possible showing for the roads, assume that the rates which they are trying to make would have enabled them to take every ton of westbound canal freight during 1923, and it will be seen that the rail carriers would have added something less than 1½ per cent to their total tonnage during the year.

Even if the railroads are successful in taking every ton of this westbound canal freight, they will not add anything to their net revenues. On the contrary, they will suffer an enormous loss from their present revenues if they are permitted to carry on their proposed competitive, cut-throat warfare against the boat lines.

In sworn testimony before the commission examiner, railroad officials said that the rates which they propose to the Pacific coast in the pending application cover merely the out-of-pocket cost of handling the additional traffic that they hope to get, and will not contribute anything toward interest on indebtedness or leave anything for net revenue. In addition, the competitive rates that they want to establish to the Pacific coast will cover, not only the additional tonnage which they want to take from the Panama Canal boats, but every bit of business they now handle to the Pacific coast on the forty-seven commodities involved in the application.

Fallacy of Railroads' Contention

How is it possible for rates which will not yield any net revenue, and which will result in a direct loss from present revenue, to earn enough profit to justify the railroad managers in the, even implied, thought that, if this application is granted, they may "some day" be able to reduce rates generally? But the boat lines must be taken into consideration. Is it logical to assume that they will sit idly by and watch their traffic move over to the box-cars? Being human, it is more logical to assume that the boat operators will cut their rates to a point that will insure holding their business.

Then what of the railroads? They will have made competitive rates to the Pacific coast on forty-seven common commodities to meet boat competition, and the boat competition will have moved so far away that railroads will find themselves in a worse position than they are today. They will be hauling their present traffic in those forty-seven commodities at a loss, with no chance of securing the additional tonnage which they sought.

In the meantime the great western interior country will continue to pay the bill for the fight of the railroads against the ships. The railroads, remember, do not propose to cut the rates to the interior. To do so would be commercial suicide, they say. So the interior must pay rates much higher than those charged Pacific coast terminals hundreds of miles beyond—and all because the railroads can brook no competition. It is not the increased business in which the rail carriers are so greatly interested. They are seeking a monopoly of transportation, so that they may have the field free from competition.

Compensatory Rates

The fourth section of the Transportation Act states that rates made in violation of the long-and-short-haul clause must be reasonably compensatory. If a rate from Chicago to San Francisco is compensatory, that same rate from Chicago to Denver or Salt Lake City certainly would be more than compensatory, because of the shorter distance and the less service required, and a higher rate would surely border on profiteering. In view of this, is it logical or fair for the railroads to propose to carry dry-goods from Chicago to San Francisco for $1.10 per hundred, and charge $1.53 to haul dry-goods to Denver? Or is it logical or fair for these same roads to propose to carry soaps and paints from Chicago to San Francisco for $1 per hundred, and hold the Chicago-Denver rate at $1.02? If the Chicago-San Francisco rates are "reasonably compensatory," as provided in the fourth section of the Transportation Act, would not the same rates applied from Chicago to Denver be more than compensatory because of the shorter distance and the less service required?

It has remained, however, for M. L. Countryman, vice-president and general counsel for the Great Northern Railway, to make the final and convincing argument against the westbound empty-car movement as an excuse for fourth-section violations. True, Mr. Countryman made this statement before the railroads advanced the empty-car movement as an excuse in their pending application, but the truth of his remarks cannot be doubted. In July, 1923, he made the following statement:

"As far back as the records extend, conditions have been practically the same as at present—that is, it has always been necessary to haul empty cars westbound to take care of the eastbound loadings. Canal competition has not materially changed the situation in that regard. The fact is that our eastbound tonnage has been about double our westbound tonnage during a long series of years."

The empty-car movement is not a reason in support of fourth-section violation. It is merely an excuse that will not stand the test of reason.

Water Transportation Essential Link in System

Records show that the commerce of the country doubles every twelve to fifteen years. The nation needs every form of transportation to meet these growing needs. It must have the river boats, it must have the Panama Canal, and it must have the great railroad systems. All must work for the common good of the country as a whole. Congress has realized this fact, and has written into the Transportation Act, in section 500, the declaration that it is the "policy of Congress to promote, encourage, and develop water transportation, service, and facilities in connection with the commerce of the United States, and to preserve in full vigor both rail and water transportation."

The last Congress had before it a measure that would have been of material benefit in carrying out the provisions of section 500. This measure was Senate Bill 2327, known as the "Gooding bill," to amend the fourth section of the Transportation Act. The Gooding bill was passed by the Senate in May, 1924, by a vote of 54 to 23, but was rejected by the House Committee on Interstate Commerce before final adjournment in March of this year. The purpose of the bill was to prevent railroads from charging a higher rate for a shorter than for a longer haul over the same line and in the same direction, to meet water transportation; but it did not in any way interfere with the exercise of discretion on the part of the Interstate Commerce Commission to fix reasonably compensatory rates on a long-and-short-haul basis between rail carriers, or between rail and water lines, where it was necessary for a long or circuitous line to meet the rates of a shorter line. The Gooding bill did not prevent railroads from meeting water competition whenever they felt it was necessary or essential. Its only provision was against discrimination between communities. It was not a sectional measure, but a national issue, and it should become a law at the next session of Congress, in the interest of adequate development of all forms of transportation.

NEW GERMAN IMPORT DUTIES

RATES ON IMPORTS of agricultural products into Germany under the new tariff law passed on August 12, which have been somewhat in doubt, are given in press dispatches as follows: bacon, $2.59 per 100 pounds; canned meat, $4.32; lard and other fats, $0.65; butter, $2.43; canned milk, $4.32; wheat, 22.7 cents per bushel.

For the coming year, at least, according to the Department of Commerce, it does not seem likely that these duties will seriously affect American exports to Germany. Our grain exports will be smaller than last year in any case, and whatever decrease there may be in bacon may be offset by increased exports of lard.

MARKET PROSPECTS AS VIEWED BY POOLE

POSSIBILITIES AND PROBABILITIES, in the sphere of live stock in a commercial sense, offer a wide range for theorizing. Much of the speculation indulged in six months back has failed of verification. For one thing, the cattle-shortage theory went wrong; for another, forecasters of a swine famine are somewhat discredited; and, lastly, assumption that high prices had stimulated the sheep industry to any marked degree proves to have been unjustified. Temporarily at least, the beef-famine theorists are mute; but pork plenitude not later than 1927 is being lustily radioed; and the apostles of an impending sheep surplus are by no means discouraged by this season's setback. The several schools of philosophy are fortified with statistical ammunition, much of which is worse than worthless, because misleading.

Contrasted with conditions and prospects of a year ago, the present set is radically different. In the case of cattle, curtailed beef production during the first half of 1926 is a certainty; the maturing hog crop promises less tonnage than the last; and it is improbable that a normal lamb crop is in the preparation stage. Getting away from this trinity of fundamentals, the broad sphere of speculation is invaded, and within that sphere what may happen is anybody's guess. Among the probabilities may be enumerated: early marketing of the crop of steers recently acquired by the Corn Belt; sharp advances in stock cattle when a serious attempt at replacement is made; an erratic, and not substantially higher, fat-cattle market until late in the winter; marked activity in breeding and stock cattle late in the winter and early spring; a less irregular hog market than last winter, once the trade acquires a stride, in which it has been distinctly lacking; an uncertain lamb market, which will demonstrate that breeders have collected in advance the major portion of the profit on the crop.

Getting into the wider sphere of possibility, we have: a buying furore over breeding cattle, involving the pure-bred arm of the trade; a scramble for yearlings when the problem of replenishing pastures is reached late in the winter; a higher hay market than any Packing Town oracle is willing to admit; continuance of speculation in ovine stock, to the extent of contracting 1926 lambs long before arrival.

In a basic sense, the situation is healthy. The industries, without exception, are reasonably prosperous; unemployment —in the sense of enforced idleness, with resultant poverty, or inability to buy food—does not exist; money is sufficiently abundant to maintain somewhat riotous speculation, both in securities and in real estate; the transportation interest is parading less sackcloth and ashes; and millions are being poured into road-building and public utilities. The purchasing power of the American nation has never been so consistently healthy, and the people have acquired the spending habit. There is no accumulation of any commodity anywhere, putting the nation on a hand-to-mouth basis.

Especially is this bare-shelf condition dominant in the case of meats. F. Edson White, president of Armour & Co., made the statement not long since that packers have never been so closely cleaned up with respect to inventories at this season. An unexpected and almost incredible supply of beef for several months past has found its way into immediate consumption. Cellars were cleared of the season's accumulation of lard and meats at an unusually early date, despite sharp contraction of the export outlet, and a much heavier hog run than the trade expected, or government estimates indicated. Rarely has the lamb market been even temporarily saturated, and of mature sheep there has always been a decided paucity. Live-stock market saturation—the bane of the producer since the Civil War, with the exception of a few brief intervals—has wholly disappeared.

This season's outpouring of western cattle, while not to be construed as a "last run of shad," was in many respects abnormal and carries a flavor of liquidation, heralding a restricted movement in 1926, although the much-exploited beef-famine theory may be definitely discarded. No one with the least pretension of statistical sagacity will assert that winter beef production is likely to fall down sharply; in fact, it is highly probable that practically as many cattle have gone into feeders' hands as at the corresponding period last year; but there is no disposition to run into long feeds—a policy that was in no small measure responsible for the bad cattle market this year, where weight was concerned, up to July. With few exceptions, every steer munching corn is for sale at the earliest practicable moment, especially if it is possible to cash at a profit; and, as the crop was laid in reasonably cheap, this opportunity will exist most of the time. When it disappears, the run will be automatically reduced to stimulate recovery. There will be no such accumulation of overweight bullocks as occurred last winter, the probability being that killers will be bidding for a little weight right along. By the simple process of attrition, the set of cattle laid in by feeders during the September-to-November period should disappear by April, necessitating replenishment, especially if fat cattle are able to pay well for their board meanwhile. Such replenishment will necessarily be done at higher prices, especially if feeders compete with packers on fleshy steers—which is not improbable, if weight continues to command a premium. There will be no such staggering supply of heavy cattle as the trade wrestled with from January to June this year, as that kind of steers did not go into feeders' hands, and a six-month feed is obsolete with the rank and file of beef-makers. Until the crop is garnered, no reliable information as to how many cattle went in this fall will be available.

Winter production of pork may be equal in tonnage to that of 1925. Owing to an unsatisfactory lard trade, packers will cut to produce the minimum quantity of meats for which there is ready sale. Hogs have declined \$2.50 to \$3 per cwt. since the crest of the September rise was passed, and, disregarding Packing Town oracles, should be getting close to a winter basis. About the worst that can happen to export trade has already been registered, the probability being that Europe will take as much of our lard and cured meats during 1926 as this year. There will be less beef tonnage, so that domestic pork production will be sustained. It must be remembered that for six months past pork has been a semi-luxury, and that weeks after the process of revising prices downward began in earnest, consumers have derived little benefit from that drastic process, so that, when the public again gets access to pork at reasonable prices, consumption will be automatically increased. In one respect the hog situation is radically different from that of a year ago, when every market in the country was deluged with \$5 to \$6 pigs, furnishing a mass of fresh pork that could not be readily absorbed, and necessitating freezing on an extensive scale; whereas the few pigs that killers are now getting at \$11.50 to \$12.50 barely satisfy urgent current needs.

Whenever lambs reach a \$15.50 to \$16 basis, the market acquires a top-heavy appearance, suggesting that the limit of consumers' buying capacity has been reached. This is anything but reassuring to feeders who have paid anywhere from \$15 to \$16 for thin western lambs; but, by intelligent distribution, feeders may be able to work out of their present situation with ample remuneration for the feed-bill. The respective positions of fat and feeding lambs have been out of joint all summer—a condition warranted only by a light winter feeding or broad demand for the product. The eastern dressed market has a persistent habit of collapsing at irregular intervals, although it recuperates promptly, which is in the feeder's favor. As in the case of cattle, no reliable statis-

tics concerning the number of lambs that have gone into feeders' hands are available, so that speculation concerning supply is futile. Nothing is certain except that the stuff was put in high.

Depleted stocks, bare shelves, constant consumption, high purchasing power of the industrial masses, constituting a large element of the meat-eating population, together with only a remote prospect of market saturation, and that only temporary, comprise the optimism available. Live-stock producers, as a group, may not be in an enviable position, but their prospect has been less encouraging.

WARMED-UP CATTLE IN COMPETITION WITH GRASSERS

BY JAMES E. POOLE

BETWEEN WARMED-UP AND GRASS CATTLE, killers have had two months of easy picking; likewise, feeders have collected a lot of cheap cattle. Three months back the secret was allowed to leak out that there was no corn in the country; consequently grass cattle would have the right of way at the market all through the season. Another trade secret, which everybody appeared to be lugging around, was that grass cattle would be in early, affording the feeder an inning on warmed-up steers. As it happened, perennial competition between the two types, to the disadvantage of both, has been as keen as ever.

Two cattle operators—one from Iowa, the other from Montana—exchanged felicitations in a Chicago commission office one day late in October, when the last thing killers appeared to be in need of was grass cattle, unless it happened to be a drove of bullocks that had been sixty days on corn. "Why don't you feeders take a new tack and keep out of the market at this time?" remarked the Montana man. "You could have gone along for a few weeks; I must clean up now." "I know it; but there's a world of warmed-up cattle all over Iowa waiting for you western fellows to get in, and I'm dodging that kind of lightning," replied the feeder. "I bought these cattle in Omaha for $7 per cwt., and the fact that I was in the market at that time supported prices. You westerners expect us to buy your cattle early in the season, and sit on them to suit your convenience."

Like every other problem, this one has two sides. When the Corn Belt feeder goes into the August market to buy fleshy western cattle, it is with the obvious purpose of unloading them on a short feed. When he acquires sufficient weight, the operation is economic; but when, as was the case this year, thousands of light western cattle with decent quality are tumbled back into the market hopper to sell at prices below reinstatement cost, the policy is doubtful. Scarcity of heavy steers has made short-feeding that kind profitable this season, as there has been a constant demand for a little weight—1,200 to 1,350 pounds; but sacrificing light cattle has been carried on excessively. Feeders who picked up fleshy western steers in August have earned margins of $4 to $5 per cwt. on short feeds, $8 cattle at the initial stage realizing $12 to $13 in October. Lighter cattle have not been equal to this performance, although practically everything fed a few bushels of corn has paid out; which is one reason why touched-up steers continued to reach market in excessive numbers.

Had September and October marketing of warmed-up western cattle been confined to bullocks with weight, the $1.50 slump in values of both short-fed and grass cattle would have been either averted or mitigated. Thousands of low-dressing light steers went to the butcher at this period, which represented waste of raw material, as they were merely in fleshy feeder condition and did not get credit for the corn they had consumed. They made hard sledding for the rank and file of western grass steers, and also the crop of cows and heifers coming from the trans-Missouri area. To aggravate matters, the usual grist of trashy native steers, selling from $6.50 down, reported at the market simultaneously. This contribution is mainly of dairy breeding, with a large percentage of brindles, an admixture of "whitefaces" not to be dignified by the name of Herefords, and a showing of "reds" that would not qualify as Shorthorns. They have always been in evidence at this season, and probably always will be. The product clutters up the market with low-grade beef, necessitating forced sales, which never have done the cattle market any good. Trade writers point with pride to $14 to $16 quotations on a handful of steers as proof of cattle-trade prosperity, ignoring the great mass of cattle appraised anywhere from $5 to $8 per cwt. Unfortunately, a considerable percentage of the western offering is either nondescript or common with respect to quality, and inferior in condition; otherwise a few range cattle would not be eligible to $10 to $11.50, a modicum sell at $8.50 to $9.50, and an army at $6.50 to $7.75.

Relief from regularly recurring fall cattle-market congestion is probably impossible under existing conditions. Talk-festing has accomplished nothing—and much of it has been indulged in. This season conditions have been acute, as feeders showed reluctance to pick up obvious bargains. There is a possibility of relief, as time works along, in a shortage of stock cattle similar to that now existing in feeding lambs, forcing feeders to buy for numbers rather than quality. New economic conditions on the western breeding-ground may eliminate to a large extent a type of steer, now plentiful, that by reason of lack of condition does not appeal to the killer, and because of nondescript quality is turned down by the feeder. So far as the western breeder is concerned, a few steps in the direction of standardization will help; but the army of common steers grown in the dairy belt, in the middle South, and elsewhere will continue to report before winter sets in. September-to-November gluts might also be averted by developing a feeding industry in the West, thus relieving selling pressure at a critical time. Conditions have been aggravated this year, the dairy country having apparently gathered two crops of scrub cattle, which have been penalized $1 to $1.50 per cwt., compared with western cattle of identical weight. As the dairy industry expands, it will be logical to expect an accretion of such supply toward the approach of winter.

WESTERN SHIPMENTS SHOW NO DIMINUTION

J. E. P.

A CROP OF WESTERN CATTLE largely in excess of popular expectancy has been garnered this season. Had it been 15 per cent less, prices would have ruled considerably higher; as it was, the overload created havoc in the October market, despite a broad feeder outlet. From Kansas and Oklahoma pastures came a constant procession that started early and never abated. Wyoming, the Sand Hills area of Nebraska, Montana, and even the Dakotas contributed an unexpectedly large quota—especially for a section that was supposedly out of cattle. It was a run, not of female and young stock cattle, but freighted with three-, four-, and even five-year-old steers. That it was a "last run of shad" is doubtful, although the crop of aged cattle all over the western grazing ground, from Texas to Montana, has undoubtedly been closely garnered.

A survey of the season's gathering disclosed the fact that a lot of cattle have been liquidated recently that were overdue at the market, and would have gone to the shambles last year had the market been more receptive. Demoralization late in 1924 furnished inducement to winter steers where feed was available; the operation proving profitable, especially where moderate expense for winter feed was incurred, enabling the stuff to get in early before the rush. Owing to scarcity of weighty corn-fed cattle subsequent to July, fat western steers weighing in excess of 1,200 pounds enjoyed the best market since 1920, at $10 to $11.50 per cwt.

Another reason for the heavy run was the necessity for placing Texas cattle in Flint Hills and Osage pastures, owing to the winter drought in Texas; still another was an outlet for yearlings, enabling breeders to convert their holdings into breeding stock. What has happened places the whole western cattle industry in a decidedly better strategic position than it has been at any time during the past five years.

The big run has placed feeders in possession of another crop of cheap stock and feeding cattle, but they have strenuously resisted payment of an advance of $1 to $1.50 per cwt. over last year's prices, regardless of the fact that they have just cashed a crop of fat steers that in many instances showed margins of $4 to $5 per cwt. over initial cost. Whatever the future has in store, feeders will be under the necessity of paying more for their thin cattle.

Definite trends are toward appreciation in breeding stock, rehabilitation of breeding herds, an expanding trade in calves between breeder and feeder, and a parity between calves and yearlings for which there is scant trade precedent. The southern breeding-ground will hereafter sell calves; northern breeders will find the yearling outlet the most satisfactory; and, if the handwriting on the wall is properly interpreted, the chief function of the western breeder will be replenishment of Corn Belt feed-lots and eastern pastures, where summer feeding on grass is accepted practice, and to which the well-bred western yearling is peculiarly adapted.

Calf trade has been on an expansive scale, at prices substantially higher than last year, or $32 to $35 per head. One lot of strong-weight Texas calves went to a Warren County (Illinois) feeder at $56 per head in October; but by reason of weight, condition, and quality they were considered well worth the money. Among significant trades was the recent sale to an Illinois feeder of 400 Montana yearlings, that cost $18 as calves last fall, at $48 per head. Some Montana yearlings have realized $50, the price necessitating both quality and condition.

A healthy winter cattle market will exert a powerful influence on the western industry by enhancing values of breeding stock, developing a demand for young stock cattle, and, incidentally, improving the breeder's credit. In that contingency, the steer man, who has been somewhat groggy since post-war deflation, will have an opportunity to regain a footing, provided he can get the essential credit. Almost anything is possible in the way of cattle-trade development during the next six months; and when the turn of the road is reached, it will be at a right angle.

PROBLEMS OF MEAT-RETAILING

J. E. P.

A BATTLE ROYAL over meat-vending impends. Retailers are alarmed over incursions by small packers into what they have always considered their rightful sphere. The attitude of the national packers is well defined. They respect that feature of the somewhat punctured Palmer Consent Decree prohibiting them from retailing their products; and are also taking the broader view that they are manufacturers rather than retailers, and that the middleman has a legitimate place in the trade.

Whenever a few retailers assemble, this problem comes to the surface. The man who sells meat over the block realizes his precarious position, especially if live-stock abundance wanes. The retail arm of the trade has thrived on two factors —supply plenitude and purchasing capacity of the masses. It assumes that purveying to hotels and restaurants is not within the proper scope of the packer. As the line of demarkation between wholesaling and retailing must be drawn somewhere, they have fixed it at $50 per day; which means that the packer may do business with a customer buying more than $50 worth of meat daily; otherwise he is butting into the retailer's preserves.

During the past six months thousands of retail markets have been forced to close, owing to diminishing volume of business, coupled with excessive overhead—mainly labor and rent. That the business has been woefully overdone is admitted. The obvious remedy is elimination. The landlord and the labor union—both disposed to rapacity—are jointly responsible for putting many retailers out of business. The basic fact is that the sphere was overcrowded and competition excessive. This system has created rank injustice to the cash buyer, who pays his share of what the credit customer fails to contribute. One of the principal evils of the present retailing system is competition in credits rather than in prices.

The small local packer can survive only by catering to hotel and restaurant trade. In the struggle for existence, he will also get into the retail business on his own account. It is the only effective method by which he can compete with the national packer. Restricting him to customers buying at least $50 worth of meat daily will run amuck with economic law—a contest in which the result may be safely forecast.

PRODUCER PLEADS WITH PACKERS

QUOTING MARKET STATISTICS to support his contention, D. A. Millett, chairman of the National Live Stock and Meat Board, in an address on "The Status of the Live-Stock Industry," delivered at the annual convention of the Institute of American Meat Packers at Chicago on October 20, 1925, made the point that "those who claim that the American people are rapidly facing the necessity of going upon a vegetarian diet and importing food have assumed a great burden of proof." In the speaker's opinion, "there are enough neglected fence-corners in this country, if cultivated, to produce sufficient to feed about half of our present population, to say nothing of the possibilities of increased production through more intensive methods on land now cultivated. You can put it down that, when agriculture pays a profit, people will go back to the land and produce all we need for generations to come."

There is no live-stock shortage at present, said Mr. Millett; nor is there, he thought, one impending. While the supplies of cattle may show some decrease in the next few years, any deficiency will be almost entirely limited to what are known as good beef cattle. The producer of this class is, therefore, likely to enjoy considerable prosperity for some time to come. By the same token, the producer of common beef cattle will have to put forth every effort to improve his quality. As to hogs, the present high market, coupled with the relatively low price of corn, will naturally tend to stimulate production, and "the hog-producer must have a care lest in the course of the next eighteen months he does not face an oversupplied market." Owing to the prevailing favorable position occupied by both wool and mutton, the number of sheep in this coun-

try is likewise increasing, and, Mr. Millett warned, we may encounter a declining market earlier than expected.

Mr. Millett made a strong plea for more extensive cooperation on the part of the packer with the producer in the matter of securing accurate information on supplies and trends in the live-stock business. With only $70,000 at its disposal for the collection of live-stock statistics, the Department of Agriculture is unable to cover this vital field in a satisfactory manner. By sharing with the producer their private sources of information, and by supporting him in his efforts to secure adequate funds for the department to undertake this work, the packers would greatly advance the interests of the industry.

The speaker deprecated the prosperity talk so liberally indulged in lately by outsiders when referring to agriculture. While it is true that the live-stock man has improved his position somewhat in comparison with two or three years ago, we must not forget that it takes a long period to absorb the grilling losses which he has faced. In September of this year, according to government figures, the purchasing power of the farmer's dollar—a composite of all farm prices—as compared with the pre-war period, was 90 cents; of the dollar of the beef-cattle producer, only 77 cents. So, "after five years of continued losses and bankruptcies, there is as yet no occasion for any great and prolonged cheering over the beautiful position occupied by the live-stock producer. He is coming out, but he has a considerable distance to go."

As long as other lines of business are being operated upon protectionist principles, the stockman is entitled to his share, in the opinion of Mr. Millett. We should have a tariff on hides. The packers should join with the producers in an attempt to wrest this overdue reform from the next Congress.

Mentioning the activities of the National Live Stock and Meat Board, Mr. Millett said:

"A committee of the board is now studying the question of the marking or branding of meat offered for sale in retail shops, to the end that the consumer may be assured of the quality and grade of the product which he purchases. This study has, in part, grown out of the report of the Department of Agriculture on the retail meat trade, which the board made possible by securing an appropriation of $50,000 from the last Congress. The board has not yet reached a conclusion on this question, but I earnestly suggest that you men in the Institute of American Meat Packers also consider it most carefully. You packers and we live-stock producers are vitally interested in having our product sold for what it is, at the right price."

He appealed to his audience to give the subject of meat-retailing by packers renewed consideration, and closed with a request for whole-hearted support of the Meat Board.

WORLD ARMING FOR TRADE CONFLICT

COMPETITION to an extent never before witnessed will meet American industry some time during the next two decades, not only in our markets abroad, but on our own shores, in the opinion of F. Edson White, president of Armour & Co., speaking before the annual convention of the Institute of American Meat Packers in Chicago last month. "Every nation is feeling the pressure which is evident in the world market today," he said; "and every nation is restlessly biding the time when international settlement of war obligations, tariffs, and agreements will permit it to produce in volumes large enough to apply effectively to debt liquidation or to increase in current wealth, and consequent international exchange of goods."

The only way in which our industries can meet this danger, and at the same time preserve American standards of living, is through an increase in the productivity of our workers and in the degree of efficiency with which our businesses are run. Additional tariffs will not help us. We may coax along our domestic market for a time, but our salvation will come only through the "keenly competitive application of intensive research and the maintenance of the most receptive attitude toward new ideas and efficiencies of operation and distribution."

Addressing himself directly to the packers' problems, Mr. White continued:

"The packing industry is a national industry. To a large extent the American packers are predominant in the international situation. Nevertheless, any country with a special product, like Denmark, for example, with its highly specialized bacon-type hog, or any country with a special advantage in the cost of production, like Argentina or Brazil, can readily find any position it may desire in the international trade, regardless of our efforts. Our permanent status in world commerce is going to depend on research into the engineering problems of the industry, in the further substitution of machine power for human labor, and in the cutting of cost at points along the line which our traditional methods of operation do not at present suspect.

"The packing year just closing has been a year in which the unexpected has repeatedly happened. The live-stock history of the year has furnished the principal upset. General business conditions have been realized as expected, and the demand for meats has held up in extraordinary shape, especially in pork. But cattle and hog receipts, on the other hand, have varied materially from the prospects then existing. In sheep and lambs the market has run true to form, but only in the last eight weeks have cattle prices approached the levels which their production cycle would have indicated."

Consumption of Meat Continues Heavy

Demand for meat by the American consumer is continuing on a high level, the convention was told by Oscar G. Mayer, president of the Institute of American Meat Packers. Slight increases in the production of beef and lamb, and smaller exports than in previous years, will help make up for the shorter supply of pork.

Hog prices at Chicago so far this year have averaged about 60 per cent over those of 1924, said Mr. Mayer; those of cattle and calves, about 5 per cent higher, and of sheep and lambs, 10 per cent higher. During the last few months prices on good native beef cattle have averaged from 15 to 25 per cent above those at the same period a year ago.

"Exports of meat products so far this year have declined about 400,000,000 pounds, or 30 per cent, as compared with a year ago. The value of the products exported has decreased about $2,000,000 during the same period.

"It is interesting to note that the production of pork has been increasing, while the production of beef has remained about unchanged. Some seven billion pounds of beef and a similar amount of pork were produced annually fifteen to twenty years ago. Last year more than ten billion pounds of pork were produced, while beef production remained at seven billion. Production of veal also is growing, while the production of lamb shows little change.

"Continued growth of population in this country, at the rate of a million and a half or more a year, will require a constantly increasing meat supply of approximately a quarter of a billion pounds annually, at the present rate of consumption, which is about 160 pounds yearly per capita. To produce this amount of meat, an additional supply of approximately 200,000 cattle, 200,000 sheep and lambs, and 1,000,000 hogs will be required each year."

Misrepresentation in Advertising

Consumers are giving more heed to the nutritive value of foods, and the contribution which they make to a well-balanced diet, according to G. F. Swift, vice-president of Swift & Co., addressing the packers' convention. As a result, food-manufacturers are finding it necessary to keep the public fully informed on these subjects. But advertisers have not always been very careful in their statements of facts. Some manufacturers have been trying to advance the sale of their products at the expense of others, either by alleging superior food

value or by casting doubt on the healthfulness or economy of the other product. This policy should be corrected.

Several years ago it was realized by the packers that practically all the people have a direct interest in the meat industry. Since that time they have taken the public into their confidence, revealing even their profit figures and annual volume of sales.

Favorable Season for Beef-Producer

A more satisfactory year in the beef industry, with fair prices for the producer, was predicted by Charles H. Swift, vice-president of Swift & Co. However, a warning was sounded against turning out too many heavy cattle. Producers must realize that requirements have changed. The demand now is for an increased proportion of young, well-finished, light-weight animals. It seemed to the speaker that the best way for breeders and feeders was to market their cattle when they are in the right condition and ready for market, rather than hold off and wait for better market conditions—sometimes with unfortunate results.

Drop in Hog Market Predicted

Considerably lower hog prices during the coming winter are looked for by E. A. Cudahy, Jr., vice-president of the Cudahy Packing Company. It is likely that spring pigs will be fed well into the winter, making the run both late and large. Owing to the good corn crop and favorable prices for hogs, breeding for fall pigs is conceded to have been heavy. He thought it doubtful whether Europe will want any more of our products than she has taken during the past year, and possibly she may want less.

LIVE-STOCK RATE CASES

THE REPORT of Attorney-Examiner Arthur R. Mackley in Docket 14190 (referred to in the October PRODUCER) has been received. After discussing the issues involved and previous decisions of the commission on live-stock rates, the examiner states:

"Upon all the facts of record, the commission should find that the rates on live stock throughout the territory in issue are unreasonable and unduly prejudicial, and that a reasonable maximum basis, which would also effect a proper relationship of the rates to each other, would be the mileage scales hereinafter proposed. Such an adjustment would not only afford a definitely ascertainable maximum rate to the shipper, but would also stabilize an adjustment of rates over a wide territory that has heretofore been, and is now being, by the complaints now pending, dealt with piecemeal. However, the groupings and rate bases should differ somewhat from those proposed by complainants. Three groups are proper, but Group 1 should exclude eastern New Mexico, differential territory in Texas, and South Dakota west of the Missouri River, and be confined to western Arkansas and Louisiana, to Texas other than differential territory, to Oklahoma, Kansas, Nebraska, Colorado east of and including Colorado common points, and to Wyoming east of and including Cheyenne. Group 2 should embrace the territory west of that described as Group 1, to the eastern borders of Washington, Oregon, and California. Group 3 should embrace Washington, Oregon, and California. The rates on live stock in these three groups should not exceed those shown in the appendix hereto. The rates there shown are for fat cattle in single-deck cars, and for fat calves, sheep, or goats in double-deck cars. The rates on other live stock should not exceed the following percentages of the contemporaneous rates on fat cattle: stock cattle in single-deck cars, and feeder sheep or goats in double-deck cars, 80 per cent; calves, except stock calves, in single-deck cars, 115 per cent; stock calves in single-deck cars, 90 per cent; and sheep or goats in single-deck cars, 125 per cent. The rates on all live stock should be the same for single- and joint-line hauls for distances beyond 500 miles. For distances up to and including 500 miles the differentials for joint-line hauls should not exceed 3.5 cents on fat cattle in single-deck cars, and fat calves, sheep, or goats in double-deck cars; and 4.5 cents on calves, sheep, or goats in single-deck cars. Distances should be computed over the shortest routes, but need not embrace the lines, or parts of lines, of more than three carriers. Carriers operating under a common control or management should be treated as a single line."

Then follow the maximum mileage rates, which for Group 1 are substantially the I. & S. 958 scale (the Texas scale); for Group 2, 20 per cent higher; and for Group 3, 10 per cent higher than the Group 1 basis. The examiner also recommends that this basis of rates be the maximum to and from markets as well as between ranges and feed-lots.

Complainants have filed exceptions to this report, claiming that the examiner is in error in excluding from Group 1 eastern New Mexico, South Dakota west of the Missouri River, and eastern Wyoming and Montana; that Nevada should be placed in Group 3; that the mileage basis of rates for Group 2 should not exceed the Group 1 basis plus 10 per cent; that the 20,000-pound minimum recommended on stock cattle in 36′ 7″ cars should also apply on sheep and lambs; that Group 3 rates should remain in dollars and cents per car; that a different basis should be prescribed for between-group shipments; and that the I. & S. 958 scale and the Arizona-California scale should not be disturbed.

The case will probably be set down for argument in Washington late in November.

* * *

Exceptions have been filed by the American National Live Stock Association to the report of Examiner Disque in Docket 15686, wherein he held that the present rates on live stock were below the cost of service. In these exceptions the correctness of this statement is utterly demolished by the official statistics of the Interstate Commerce Commission and the carriers. The commission is asked to set aside the conclusions and report of the examiner, and grant relief as directed by the Hoch-Smith resolution.

RAILROADS' ARGUMENTS SPECIOUS

PREVIOUS TO THE REOPENING of the hearings on the petition of the western railroads for an increase in freight rates, which took place at Chicago on October 26, several conferences were held between the groups opposed to any advance on agricultural products. At a meeting held in Chicago during the first week of October, S. H. Cowan, representing the American National Live Stock Association, criticized the attitude of the carriers on the Hoch-Smith resolution, which he quoted.

"Quibbles are raised by the railroads and their allies to avoid or sidestep this resolution," said Mr. Cowan, "on the ground that prices have gone up, and that these commodities [products of agriculture, including live stock] no longer are 'affected' by the depression which Congress declared existed.

"On the part of shippers and producers, this contention is denied. Mere advance in the price of some articles is not proof of profit, or a guarantee that prices will improve or remain at the present level. Even if they should, still years of fair prices, yielding some net returns, must elapse before it can be said that the depression to which Congress refers has ceased to exist. . . .

"The claim that a reduction of rates on live stock, for example, will not be compatible with adequate transportation service is idle, because prompt and adequate service is performed cheaper than inadequate service. The volume of the rate has nothing to do with the quality of the service. Profits or losses do not make the quality of the service.

"The term 'lawful' does not mean 'reasonable.' The question of reasonableness is set aside when Congress stipulates 'the lowest possible' rates. All that these rates need to be 'lawful,' under the resolution, is that they do not require that the service be done at a loss for the aggregate of roads in the rate-making group, and that they do not create discrimination

or preference such as to prevent the free movement as between commodities of the same sort.

"The whole object of the carriers' argument is to becloud the issue. They hope that the Interstate Commerce Commission—the agent of Congress in carrying out the terms of the resolution—will in effect repeal it on the specious and fallacious grounds set forth by them. If that is done—or if there appears to be danger of that being done—then the farmer and stock-raiser should appeal to the next session of Congress to put teeth into the resolution. And Congress, so appealed to, will do it."

COLORADO STOCKMEN FAVOR REGULATION OF PUBLIC DOMAIN

PERMANENCY OF TENURE for established users on the public domain was advocated by representatives of the stockmen of Colorado at the Pueblo meeting of the senatorial subcommittee investigating grazing problems on government land, held on October 6. A resolution, framed by the Colorado Stock Growers' Association, was unanimously passed. It read:

"We favor a system of regulation of grazing live stock on the public domain that will provide for the following:

"First—Assurance of the permanent use of the range by the established and property-owning stockmen now running live stock thereon, with preference given to established stock-ranch owners.

"Second—Statement, in the law authorizing such regulation, of the method of determining the amount of charges to be collected for grazing.

"Third—Classification of the lands of the public domain, and granting of permanent grazing rights on lands not suitable for agriculture.

"Fourth—That the regulation of live-stock grazing on all government lands should be administered by a single department of the government."

At the meeting in Glenwood Springs, October 7, stockmen from the western slope were outspoken in their demand for some kind of regulation of the public domain. The suggestion was made that the Forest Service be transferred to the Department of the Interior.

C. M. O'Donel, first vice-president of the American National Live Stock Association, at the hearing in Albuquerque, October 9 and 10, stated that the New Mexico cattle-growers were satisfied with the administration of the national forests, except that they objected to having the number of animals reduced to allow for the admission of newcomers. He approved the commercial-valuation principle. In response to a question by Senator Jones as to the desirability of allowing homesteading on public lands in units of five, or perhaps ten, sections, Victor Culberson, of Silver City, replied that, under the present taxing arrangements, stockmen would not accept public-land areas even as a gift. W. R. Morley, of Magdalena, severely criticized the administration of grazing on the national forests. New Mexico cattlemen and sheepmen favored regulation of grazing on the public domain.

SPRY IN FAVOR OF LEASING PUBLIC DOMAIN

CONFUSION in the minds of many people with regard to the administration of the national forests is causing much unjust criticism of the Department of the Interior, according to William Spry, former governor of Utah and now commissioner of the General Land Office at Washington, as quoted in the *Denver Daily Record-Stockman*. People seem to forget that the Forest Service was transferred to the Department of Agriculture twenty years ago, and the General Land Office disclaims all responsibility for any dissatisfaction that may exist among western stockmen with the present grazing regulations.

Mr. Spry favors federal legislation providing for the leasing of grazing on the public domain—not for only a year or two, but in such manner that the man who cares for and improves the land can retain it year after year. He does not believe in turning the domain over to the states, which would seriously hamper reclamation work. California, he holds, is the only state at present capable of handling this work efficiently. Under government control, 52½ per cent of the money derived from leasing mineral lands goes to reclamation. What would become of this if the states got hold of it?

FARMS SHOW DECREASE IN NUMBER

RETURNS from the agricultural census taken in January of this year are beginning to trickle out. Farm figures have been released. For census purposes, a "farm" is all the land directly farmed by one person, whether by his own labor or with the assistance of members of his household or hired employees. Where a landlord has more than one tenant or cropper, the land operated by each is considered a farm.

The total number of farms in the United States is found to be 6,372,608. This is a loss of 75,735, or 1.2 per cent, since 1920, when we had 6,448,343 farms. Most of the decrease occurred in certain sections of the South, notably Georgia, South Carolina, and Alabama, where the boll weevil and emigration of negro workers to the industrial centers of the North are largely responsible. In the Northwest, too, there has been some abandonment of wheat land, due to a succession of dry seasons and a general recession from the agricultural expansion of the war period. Montana alone has lost 18.6 per cent of her farms.

As a partial offset to these losses, gains have resulted from the development of small truck and poultry farms near cities in New England and other eastern states, but especially from the opening-up of new land on the Pacific coast and in Texas.

For the seventeen "range" states the figures for the two years are as below:

	1925	1920
Arizona	10,803	9,975
California	136,413	117,670
Colorado	58,016	59,934
Idaho	40,584	42,106
Kansas	165,880	165,286
Montana	47,054	57,677
Nebraska	127,830	124,417
Nevada	3,912	3,163
New Mexico	31,690	29,844
North Dakota	75,969	77,690
Oklahoma	197,226	191,988
Oregon	55,911	50,206
South Dakota	79,531	74,637
Texas	466,420	436,033
Utah	26,000	25,662
Washington	73,271	66,288
Wyoming	15,511	15,748

THE CALENDAR

November 14-21, 1925—American Royal Live Stock Show, Kansas City, Mo.

November 28-December 5, 1925—International Live Stock Exposition, Chicago, Ill.

December 7-9, 1925—Annual Meeting of American Farm Bureau Federation, Chicago, Ill.

December 11-12, 1925—Annual Convention of California Cattlemen's Association, San Francisco, Cal.

January 13-15, 1926—Twenty-ninth Annual Convention of American National Live Stock Association, Phoenix, Ariz.

January 16-23, 1926—National Western Stock Show, Denver, Colo.

January 18-20, 1926—Annual Convention of National Wool Growers' Association, Boise, Idaho.

March 9-11, 1926—Annual Convention of Texas and Southwestern Cattle Raisers' Association, Fort Worth, Tex.

THE PRODUCER

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CALL FOR CONVENTION

DENVER, COLO., November 1, 1925.

To the Members of the American National Live Stock Association, All Live-Stock Associations, and Stockmen:

In accordance with the vote of the Executive Committee, the Twenty-ninth Annual Convention of the American National Live Stock Association will be held at Phoenix, Arizona, January 13, 14, and 15, 1926; opening session at 10 A. M. on Wednesday, January 13.

By the time of our convention the Committee on Public Lands and Surveys of the United States Senate will have submitted to Congress its recommendations as to the administration of grazing on national forests and regulation of grazing on the public domain. No greater question ever confronted stockmen of the public-land states. The prosperity of the range live-stock industry largely depends on the reasonable, fair, and permanent settlement of this question. Active steps should be taken at our Phoenix convention to secure the passage of this legislation during the next session of Congress.

The Interstate Commerce Commission is now conducting hearings on the Hoch-Smith resolution, sponsored by our Association, directing the commission to establish on the products of agriculture, including live stock, "the lowest possible lawful rates compatible with the maintenance of adequate transportation service." Western carriers have filed a petition with the commission (Ex Parte 87) asking for a horizontal increase of 5 per cent in all western freight rates. These hearings will be concluded before the meeting of our Association, and plans should be perfected to present the case of the live-stock industry both to the commission and to Congress.

There are many other important questions which will come up for consideration, such as: administration of the Packers and Stock-Yards Act, and needed amendments thereto; an import duty on hides, and increase of the duty on canned meats and tallow; the agitation for free import of Canadian stockers; the threatened invasion of Argentine beef; a treaty between the United States, Canada, and Mexico for protection against the introduction of contagious live-stock diseases; the Packers' Consent Decree; pending cases involving live-stock commission charges; state and federal taxes; the work of the National Live Stock and Meat Board; the truth-in-meat campaign; raising better live stock and less of it; selling live stock direct; retail meat prices; operation of the Agricultural Credits Act, etc.

The railroads have promised to grant reduced rates to our convention. Headquarters of the Association in Phoenix for the week before and during the convention will be at the Adams Hotel.

We want every member of the Association and the officials of all our affiliated live-stock organizations to make a special effort to be present and help in the solution of our problems.

All stockmen, whether members of the Association or not, are cordially invited to attend. An interesting and instructive program is being arranged. For information regarding hotels and reservations, etc., write to the Phoenix Chamber of Commerce.

FRED H. BIXBY,
President.

T. W. TOMLINSON,
Secretary.

TO SAVE THE FORESTS FROM THE STOCKMEN

OPPOSITION to the program taking shape as a result of the hearings of the senatorial subcommittee on the administration of federal grazing lands is being stirred up among those who like to be considered as the particular guardians of our natural wealth. Foreseeing that a digest of the somewhat divergent views expressed at these hearings will crystallize into certain bills being introduced at the next session of Congress by willing members from the West, and that such legislation may have a chance of passing through the sheer momentum of the initial attack, these vigilant protectors of the public interests are organizing their forces for resistance.

In *American Forests and Forest Life* for September, Ovid M. Butler asks: "Shall the stockmen control the national forests?" The answer we will let our readers guess. An editorial in the same issue appropriately reinforces Mr. Butler. Thus the issue is joined and the tocsin sounded.

THE PRODUCER from month to month has given much space to a discussion of grazing problems in connection with the public lands. Our views are known, and we shall not here reiterate them. We cannot enter into debate with everyone who differs with us, nor attempt to refute all statements which we feel are based upon misapprehensions. Two or three things, however, in Mr. Butler's article require comment.

The first subject he takes up is the commercial valuation of forage on national forests. As Mr. Butler must know, not all stockmen are opposed to the schedules contained in the Rachford report. In the Southwest there is quite general satisfaction with the proposed new scale of fees—since it, on the whole, spells a reduction for that part of the country. In other states, and in the Northwest particularly, it is true that a large majority of forest-users are strenuously opposed to having the rates advanced, but only because, as they claim, with conditions as they exist there, any increase would be exceedingly hard to bear.

In other words, the question is a purely economic one—a matter of dollars and cents. It is the range man fighting for existence, in the South as in the North, and does not concern in any way whatsoever the tree growth, the stream flow, the watershed protection, or the rights of the general public about which our conservationists are so eloquent. Colonel Greeley abundantly understands this, though his idea of what the stockmen are able to pay may differ from theirs. The continued loss to the federal treasury of three million dollars in fees would not be such a very serious matter, compared with the benefit that would accrue to the live-stock industry from keeping fees close to cost of administration.

The second point of attack of Mr. Butler has reference to the demand of the forest permittee for greater security of tenure. How any valid argument could be advanced against such a desire is difficult to see. The stockmen would prefer a legalized right on an area and established-priority basis; the Chief Forester offers ten-year permits. Irrespective of the merits of these two positions, it is, we think, far-fetched to see a danger to what Mr. Butler calls "the primary purposes" of the forests in such a change of administrative methods as is suggested. It would not affect the grass, nor the trees, nor anything else; it would simply give the permittee the feeling of permanency, of being settled and of knowing where he stands, which would come from the knowledge that he could remain on the forests during his good behavior; which means, as stated in the report adopted at the Salt Lake City conference, that he would be held "responsible for wilful damage done to resources of the forests," and that his rights would be exercised so as to "insure the beneficial use of the grazing resource as considered from the standpoint of general business welfare."

To fortify this sense of security, and having his rights defined by law, the stockman, as a corollary, wishes to have an impartial board of appeals created which may decide any point at issue between him and the Forest Service, with final adjudication, if necessary, by the federal courts. Whether such a board should be given powers superior to those of the Secretary of Agriculture, which Mr. Butler seems to fear, is quite immaterial as long as there is this appeal to the courts. However, the question might well be raised if a permanent, non-political body of disinterested men, with intimate knowledge of the problems with which they deal, might not be trusted to render just and satisfactory decisions, in preference to the shifting policies of changing secretaries.

Mr. Butler finally mentions the movement for regulation and leasing of the public domain. How this could even remotely threaten the conservation principle, "primary purposes," or the rights of the dear public is beyound us. In fact, the demand for regulation springs from the very desire for protection for this misused land. Even if the domain were turned over to the states—which is not likely to happen—conditions could hardly be worse than they are now.

It might not be amiss for these well-meaning enthusiasts who so vigorously champion the cause of "conservation" occasionally to give thought to the idea that they have no monopoly on a wish to preserve and perpetuate for posterity the resources of our country. Stockmen, as a rule, from the very vocation which they pursue, are as firm believers in sound methods of conservation as they are ardent lovers of nature. But they see no conflict between that attitude and the principle which would permit our food-producers to utilize

the vast, unclaimed wealth of our government lands—as long as the legitimate interests of no one else are trespassed upon—unburdened by excessive charges that are not needed and that serve no purpose, and unhampered by a multitude of restrictions imposed by people who have no first-hand acquaintance with the facts.

ARGENTINA AS THE WORLD'S MEAT SHOP

WAR between British and American interests for the trade now developing on the continent of Europe is reported to be causing very serious losses to those engaged in the meat-packing industry on the River Plate. So keen has been the competition that the companies involved are said to be tiring of it and throwing about for means of coming to an understanding—for instance, by agreeing to divide the exports on a percentage basis.

In the opinion of the *Times of Argentina*, from which we take the above item, the day is not far distant when that country should be in position to exercise a virtual monopoly in supplying the over-populated countries of the world (including the United States) with beef and mutton for their teeming millions. "Australia suffers too much from drought, Canada from cold, and Russia's pastures will be found only sufficient for the requirements of her own population," we are told. Argentina, on the other hand, "is remarkably favored by climate and soil, and could increase her herds, and the quality thereof, to an extraordinary degree." The hope is expressed that Argentina's corn and oats, instead of being sent abroad for the feeding of Europe's live stock, will be put into meat at home. In that way not only will beef production be greatly stimulated, but hog-farming on a large scale will be made possible. "We can find no really sound reason why this country does not produce twenty times the pork which it places on the market," says the *Times*.

This is an ambitious program; and perhaps some of the rivals thus ruled out might not subscribe to all its details. Speaking for the United States, we only wish to reiterate that the time when our people will be dependent upon Argentine meat may not be quite so near at hand as our contemporary seems to imagine.

CALIFORNIA MARKETING PLAN A SUCCESS

OCTOBER saw the end of the first half-year of the operation of the marketing plan inaugurated by the California Cattlemen's Association. This has been a period fraught with the birth-pangs incident to any undertaking of large size. Numerous difficulties have had to be fought; unfavorable circumstances of many kinds have had to be overcome; adjustments have had to be made. In all this there was nothing unexpected. Everybody connected with the scheme had realized that the beginning would be hard, and had girded his loins accordingly.

Told in figures, the accomplishments of the past six months may be summarized thus: Three thousand producers are now supporting the plan, 176 packers are buying through the association, and cattle to the value of more than $5,000,000 have so far been disposed of by this method. The volume of business is constantly growing; the price level is generally admitted to be higher than it would have been without the organization; the spread between Pacific coast prices and those at the markets of the Middle West has been reduced, and at present western cattle are quoted higher at the coast than animals of similar quality in the East.

This record is one to lend much encouragement to those who have worked out the program, and who with so much persistence have labored to put it into effect. It holds every promise of solving for the coast country one of the problems that have baffled the live-stock industry since the beginning of our present system of marketing. THE PRODUCER appeals to the stockmen of California and neighboring states to give it their undivided support, and not to let themselves be influenced by temporary difficulties or the criticisms of those who would like to see it fail.

INTERNATIONAL LIVE STOCK EXPOSITION

WE WISH to call the attention of our readers to the International Live Stock Exposition, which will be held in Chicago during the week from November 28 to December 5. This year is the twenty-sixth anniversary of that great show, which has long been recognized as the world's biggest and best-organized agricultural event, not only from the many thousands of fine-bred animals on exhibition, but by reason of the multitude of educational and entertainment features with which the annual program has been crowded.

The past few years have been hard ones. Many who would otherwise have attended the Chicago exposition have been compelled, for reasons of economy, to forego the pleasure. Now that times are getting a little better, the exposition managers look forward to a gathering that will break all records.

DIED—On November 3, 1925, at Denver, Colorado, LOUISE HARRAL O'DONEL, wife of Charles M. O'Donel, Bell Ranch, New Mexico.

THE STOCKMEN'S EXCHANGE

DROUGHT BROKEN IN NEW MEXICO

FAIRVIEW, N. M., September 30, 1925.

TO THE PRODUCER:

The long drought from which New Mexico has been suffering has at last been broken. However, it was not until August 30 that the first rain fell in this vicinity; but after it once got started it rained for days in succession. As a consequence, grass is now assured for the winter.

ROSS M. ATKINS.

FEED NOW IS FAIR IN ARIZONA

DOUGLAS, ARIZ., October 17, 1925.

TO THE PRODUCER:

Everything in this part of the country is rocking along about as usual. This year's rains have been much better than last year's. While the quantity of the precipitation has not been up to normal, feed is from fair to good over most of the state, and, with much fewer cattle to carry, we should be able to get through very well until next summer. Prices, too, are somewhat better than they have been.

F. P. MOORE.

NEW MEXICO STOCKMEN PRESENT THEIR VIEWS

ALBUQUERQUE, N. M., October 28, 1925.

TO THE PRODUCER:

The subcommittee of the Committee on Public Lands and Surveys of the United States Senate held hearings at Albuquerque, New Mexico, October 9 and 10. The hearings were well attended by live-stock growers, every section of the state being represented. The requests for relief made to the committee were similar to those at the Salt Lake City conference, except that the necessity for legislation to bring the public domain under control was urged more strongly. The public-domain question in New Mexico is more pressing than the question involving the forest lands.

One interesting feature of the hearings was the presentation of specific cases where reforestation is highly successful on areas which are being used for intensive grazing of both sheep and cattle under private ownership, and there is no reseeding on the areas immediately adjoining these lands under Forest administration. This disproves the contention of the Forest Service that grazing is injurious to reforestation, it being made plain that where there is a heavy mat of grass on forest lands the seeds do not get down into the soil in such a way as to give them opportunity to germinate, but where this mat of grass is eaten off the seeds are trampled into the ground, where they do germinate. As long as the range is so controlled that there is grass for the live stock to eat, it will not eat pine trees.

It was clearly proved and undisputed that the primary and all-important matter confronting the government and those dependent upon the use of the public domain in this state is the restoration of the range and increasing its carrying capacity. It was pointed out, and generally admitted, that the present carrying capacity of the public domain is approximately 30 per cent of what it was twenty to twenty-five years ago, and that the reduced capacity is the direct result of overgrazing.

It was agreed by the witnesses that the theory of bringing the public domain into private ownership through a homestead law is futile. The amount of land left in the Southwest which is fit for homesteading is negligible, and increasing the amount of acreage allowed in a homestead to a large area, such as a half township, would only have the result of paralyzing the live-stock business in the areas that are dependent upon the public domain for grazing lands.

It was conclusively shown that the removing of the "drift fences" would be disastrous to all concerned.

LAWRENCE F. LEE.

LEGISLATION AS AN AID TO FARMERS

LIMESTONE, MONT., October 6, 1925.

TO THE PRODUCER:

Secretary Jardine, of the Department of Agriculture, is forever telling us that only through thrift and hard work can the farmer make any headway, and that we cannot get relief through legislation.

If there is a class in the United States that works harder or uses more thrift than the farmer, who is it? The farmer has a right to the same kind of legislation that finance, industry, and labor have got. Until he gets this legislation, fundamental troubles are not going to be eliminated.

DUDLEY WHITE.

INDIA'S INFERIOR CATTLE

ONE OF THE GREATEST DRAWBACKS to Indian agricultural progress, and a serious factor in relation to public health, is the inferiority of the ordinary indigenous bovine animal," says the London *Times*. "Owing to the veneration in which the cow is held by the Hindus, who constitute the overwhelming majority of the population, the elimination of useless animals is impossible. The consequence is that many millions of cattle that are economically unprofitable—constituting, in fact, a heavy drain on the resources of the cultivator—are kept alive and consume the food that is needed for useful animals. It is estimated that at least 14,000,000 of the cattle in India are of no value whatever."

If your subscription has expired, please renew!

WHAT THE GOVERNMENT IS DOING

CORN ESTIMATE AGAIN RAISED

THE ANNUAL SEESAW in yield forecasts of the various crops continues. In October we recorded a reduction in corn prospects from the previous month of 75,000,000 bushels. This month we take pleasure in noting an upward revision of this estimate by 33,000,000 bushels. Spring wheat during the month, as officially viewed, lost 2,000,000 bushels. On the other hand, oats increased by 8,000,000 bushels, and barley by 5,000,000. Tame hay is credited with a gain of 4,500,000 tons.

Latest forecasts of the cotton crop are for 15,226,000 bales, which is a substantial advance over the 13,931,000 bales predicted in September and the 14,759,000 bales of the October 1 estimate. As a result of this announcement, prices in New York declined $6 a bale—making growers wonder just how much they are ahead.

The figures as published by the Crop-Reporting Board of the Department of Agriculture are given below, estimates for grain and hay being for October 9, and those for cotton as of October 26:

	1925	Five-Year Average
Winter wheat (bu.)	416,000,000	592,000,000
Spring wheat (bu.)	282,000,000	245,000,000
All wheat (bu.)	698,000,000	837,000,000
Corn (bu.)	2,918,000,000	2,935,000,000
Oats (bu.)	1,470,000,000	1,328,000,000
Barley (bu.)	227,000,000	182,000,000
Rye (bu.)	52,000,000	70,400,000
Potatoes (bu.)	344,000,000	418,000,000
Tame hay (tons)	85,700,000	91,000,000
Wild hay (tons)	12,400,000	16,200,000
All hay (tons)	98,100,000	107,200,000
Cotton (bales)	15,226,000	10,985,000

KAIBAB DEER IN BETTER CONDITION

CONDITION OF THE DEER on the Kaibab Game Preserve in northern Arizona is reported to be far better than last year. Although the season was very late, feed has generally been sufficient during the summer, and the majority of the animals are now in good flesh. It is estimated that 75 per cent of the fawns born in 1924 died last winter, and that many of the old deer likewise succumbed. With a short fawn crop during the past summer, and heavy inroads by coyotes, which are increasing in number on the preserve, it is generally held that there are considerably fewer deer than a year ago.

We have previously mentioned that permission would be given by the Forest Service, under proper restrictions, to hunt deer on the Kaibab National Forest between October 1 and November 30. To this plan vigorous protests were raised by the State of Arizona, which insisted on enforcement of the state game laws. As a consequence, the opening of the forest for shooting has been deferred until the question of jurisdiction can be settled in court.

SECRETARY OF AGRICULTURE CAUTIONS WHEAT-GROWERS

WARNING FARMERS against letting wheat prices at the beginning of the season tempt them into planting larger areas, Secretary Jardine maintains that they ought to look well ahead while preparing for next summer's harvest. Foreign competition is increasing, says the secretary. European countries are rapidly recovering from the effects of the war. Large Russian exports may soon have to be reckoned with. The wheat area of Australia, Argentina, and Canada is more than 50 per cent above the pre-war average.

In the face of these facts, argues Mr. Jardine, if farmers in the United States carry out their intentions to plant more wheat, and if they realize normal yields, all wheat next year may be upon an export basis, and have to meet competition in foreign markets without tariff protection.

FOOT-AND-MOUTH EPIZOOTIC HELD IN CHECK

SINCE OCTOBER 3, reports the Bureau of Animal Industry, in charge of the foot-and-mouth situation in Texas, infection has been found in only four herds, containing 521 cattle, which were promptly destroyed. The number of animals slaughtered during the present outbreak, until the middle of October, is 21,263 cattle, 1,452 sheep, 619 swine, and 272 goats.

Practically all the state embargoes placed against livestock and commodity shipments from the whole State of Texas have now been lifted, and such shipments are again moving freely from all but a small number of counties under state or federal quarantine.

Answering the many criticisms that have been leveled at the government for its method of combating foot-and-mouth disease, Dr. John R. Mohler, chief of the bureau, quotes from the statement of the commission recently sent to Europe to study the disease there. The commission is convinced that, until more is known of its pathology, and the manner in which the virus is spread, the temporizing and ineffective way of dealing with the disease adopted by most countries on the continent of Europe would not do at all for the United States, where the cost of such methods would be staggering.

MARKET CLASSES AND GRADES

A TENTATIVE DRAFT of the various market classes and grades of slaughter cattle has been prepared by Don J. Slater, marketing specialist of the Bureau of Agricultural Economics, with the co-operation of producers, traders, packers, animal-husbandry workers, and specialists in the Department of Agriculture. The aim has been to unify the mass of different terms in use at the various markets, and to try to formulate a set of standard measures, expressed in words with

standardized meanings, which may be applied at any time throughout the country, thereby avoiding the confusion that has hitherto prevailed, and providing a sound basis for price comparisons.

It is generally recognized that uniform grading and classification should aid the producer in solving the all-important questions of what to produce, and where and when to sell his product. If such a system as that here proposed were universally adopted, it is believed that a great step would have been taken toward orderly marketing, with all the benefits which would accrue therefrom.

The draft has been sent to a number of practical livestock men, and others interested in the industry, for criticism and suggestions. On October 31 a meeting was held at Portland, Oregon, for discussion of the grades as outlined in the draft. After revision, these will be published as permissive United States standards.

PROGRESS OF TUBERCULOSIS ERADICATION

ONE HUNDRED AND TEN COUNTIES in the United States have eradicated bovine tuberculosis from within their boundaries, according to a summary issued by the Department of Agriculture covering eradication work up to October 1, 1925. These counties, known as "modified accredited areas," have completed the testing of all cattle and removed all that were infected. To be classed as modified accredited areas, infection must be confined to less than one-half of 1 per cent, and all reactors must be promptly removed.

Of the 110 counties, 44 are in North Carolina, 12 in Michigan, 9 in Iowa, 7 in Kansas, 6 each in Indiana and North Dakota, 3 each in Florida, Minnesota, Nebraska, Pennsylvania, and Tennessee, 2 each in California, Idaho, and Wisconsin, and 1 each in Illinois, Missouri, New York, Oregon, and Utah.

During September, official tuberculin tests were applied to 665,627 cattle, of which 25,189, or 3.8 per cent, reacted and were removed from the herds. Over 12,000,000 cattle are now under supervision for the eradication of the disease, and about 3,500,000 more are on the waiting list to be tested. The ultimate goal of the vast project is the complete eradication of tuberculosis from the live stock of the country.

THE COLORADO RIVER

PLANS for the utilization of the waters of the Colorado River are again being widely discussed. A couple of years ago THE PRODUCER had an article on the so-called "seven-state pact." This pact proposed to regulate and distribute the waters of the river and its tributaries among the states lying along its course. Since then the pact has been ratified by the legislatures of six of the seven states. Arizona is still holding out. Before the agreement can become effective, unanimous consent is necessary.

Another interesting feature of the development of the river is the suggested construction of a dam in Boulder Canyon—a colossal undertaking which, if carried through, will rank as one of the greatest engineering projects ever attempted.

We quote below, from the 1925 review of the Department of the Interior, Secretary Work's description of the possibilities of this watercourse and what is being done to develop them:

"The Colorado River is one of the great natural resources of the United States. It is 1,700 miles long, rises in the State of Colorado, flows through Colorado, Utah, Arizona, forms for a considerable distance the border between California and Nevada and Arizona, and continues through the Republic of Mexico, emptying into the Gulf of California. The territory to which its forces may be applied includes an area larger than many nations.

"Four important problems present themselves in connection with the development of the river. They comprise the prevention of floods, utilization of the waters for irrigation purposes, production of electric energy, and water for domestic use for southwestern municipalities.

"The Colorado River Basin has been under observation, survey, and study since the close of the Civil War. More than a million dollars has been expended in its investigation by the various departments of the government. Its bibliography consists of 1,000 books, articles, and maps. No less than fifty-five measures have been introduced in Congress providing for various phases of its development. It has been under consideration by practically every Congress for the last six decades.

"Among the suggestions for the river's development is the proposal for the construction of an immense dam at Boulder Canyon. It combines in its purposes control of the floods, irrigation of arid lands along the river, and power production. This project is of such magnitude as to challenge the country's ablest engineers, and should be the subject of the most deliberate review as to its physical feasibility.

"The proposed Boulder Dam will be the largest engineering structure of its kind ever attempted, the maximum development being planned to raise the water surface 605 feet—a height higher than that of the Washington Monument and more than two and one-fourth times as much as the Don Pedro Dam in California, which has the greatest lift of any in this country and probably in the world. The dam would contain over 3,375,000 cubic yards of concrete, which is more than three times as much as the Assuan Dam in Egypt, containing the greatest amount of masonry of any dam previously built. The reservoir formed by the dam will be 120 miles long and will have an area of 157,000 acres, which is one and one-half times as much as that of Gatun Lake on the Panama Canal.

"Included in this enterprise is the construction of what is known as the all-American canal for the irrigation of the Imperial Valley in California. At the present time the supply of water for this valley is secured from a canal running through Mexico. The people of the Imperial Valley have a feeling of insecurity and restiveness, however, because of the excessive cost of repairs; and, the canal being beyond the control of our laws and customs, it is subject to tampering and is a possible source of international dispute. To correct this situation, it is proposed to build a canal running from the Colorado River to the valley entirely on the American side of the border. A total of 400,000 acres are now irrigated in the Imperial Valley. In the present irrigation district 100,000 acres are not irrigated, and 200,000 would be brought into the district under the proposed system, making an ultimate irrigable area in the Imperial Valley of approximately 700,000 acres.

"The total cost of the proposed Boulder Canyon project, including the building of the dam, erection of a power plant, extension of transmission lines, and construction of the all-American canal, is estimated at $200,000,000. The actual expenditures necessary to complete the work may run as high as one-half the cost of the Panama Canal. Whether or not it is practical at any cost to divert through tunnels in the Boulder Canyon walls such a body of water as flows down the Colorado River, long enough to build this huge structure; whether a mass of masonry unapproached in size in the history of engineering is practical; whether it is possible to give more than an intelligent guess at the cost, are problems that must be definitely settled in order to justify the government in assuming such a heavy financial obligation."

Canadian Export Company to Expand

A cattle-export firm with headquarters at Edmonton, Alberta, is reported to be planning to double the scale of its operations during the coming winter. At least 20,000 head of cattle, it is expected, will be available for export from the Edmonton district next season.

THE MARKETS

LIVE-STOCK MARKET IN OCTOBER

BY JAMES E. POOLE

CHICAGO, ILL., November 2, 1925.

NOTHING HAS DEVELOPED in cattle-trade circles recently to justify optimism of the radiant variety. "Doc" David Friday represents a coterie of rainbow painters, active in every sphere of production, who can see only the silver lining. Friday's six-year prosperity forecast with respect to the cattle industry is prospective. What the market has been doing is susceptible of various explanations, the chief one being excess beef supply—temporarily at least—with no assurance of prompt remedy. During October, declines of $1 to $2 per cwt. were recorded, even the infrequent $14 to $16 trade being involved to the extent of 50 to 75 cents.

Fat Cattle Share in Retreat

Much ado has been made concerning $16 cattle; men, whose experience and observation should have taught them to know better, contending that the heavy steer has returned to popularity; whereas acute scarcity has been the responsible factor. All the cattle sold at $14 to $16.30, on the Chicago market or elsewhere, during the past three months, could have been enumerated by an amateur calculator. The big grist of $7 to $11 steers, not to speak of $4 to $5.50 cows and $5 to $6.50 heifers, is definitely outside the sphere of reliable statistics. It has been another orgy of cheap beef, with which the market has at intervals been congested. That it has gone into consumption was due in part to pork scarcity, but attributable mainly to low cost, which stimulated consumption. A few western grass cattle have realized $10 to $11.50 per cwt., but the bulk of that gathering has sold from $8 down; and fat grass steers at $6.50 to $8 do not encourage production. The October market was overburdened and slumpy from the outset. Western cattle closed at the low point of the year, for which there is ample precedent, although it had been advertised as a healthy and substantially higher trade, compared with last year. The October situation was aggravated by an army of warmed-up steers that could have been dispensed with.

Cows Holding Ground

Canning and cutting cows have furnished the only stable feature of the trade, and at $3 to $3.85 purchasing capacity was insatiable; but with butcher cows selling at $4.50 to $5.50, grass heifers at $5.50 to $7, and bulls from $4.50 down, the whole trade has shown a ragged edge. Feeding and stock steers at $6 to $8 did not warrant representation of a prosperous cattle industry. Even good corn-fed cattle were so hard to move before the end of October that it was necessary to put them away in sheds over the week-end. Had October cattle supply been 15 per cent less, this calamity record would not have been made; as it was, conditions did not justify enthusiasm.

Hog Decline Arrested

A break of $3 per cwt. in hogs between the high point in September and the arrest of the decline late in October was on the cards. At the summit, $14.25 was paid; on the break, $11.25 took the same kind of hogs, and average cost was down to $10.60. During the packers' convention at Chicago late in October, when the whole country was speculating as to what would happen, Ed Cudahy announced, without the least indication of levity, that droves would be put up at Chicago during the winter around $8; qualifying his forecast by asserting that if, "by any chance," the price did not go below $10 during the winter, hogs would realize less money next summer. And the very next week average cost advanced 50 cents per cwt., top hogs going to $11.75; which merely proves that any hog-price forecast emanating from packing sources may be "coppered." Packers show doubtful judgment in making such forecasts, as they have advance knowledge of neither supply nor prices. Predicting cheap hogs merely restrains middlemen from buying lard and meats, hurts export trade, and represses production. The only excuse for an 8-cent prediction was that corn was selling around 60 cents per bushel in the country. Attempts to tie corn cost to hog prices has never met success, and the theory may be characterized as humbug.

Pigs in Brisk Demand

Indications are that this crop of hogs will be fed out to reasonable weight, as the country is marketing few pigs, although the pig market is $1 per cwt., or more, higher than that on good heavy hogs. Last year every market in the country was buried under a mass of pigs that could not be sold on a $5 to $6 basis, whereas recently killers have paid anywhere from $12 to $13 for pigs. The trade has a hunch that packers will buy few good hogs under $10 during the coming winter. Stocks are low, fresh-meat demand extensive, and, as consumers get the benefit of lower prices, competition will develop. During the October slump competition was lax, enabling the big packers to dictate prices, and between the Big Four (Morris having been eliminated) competition is not conspicuous, except when a bargain sale is started. In October, when fat packing sows dropped to a $9 to $9.50 basis, with Swift the only buyer, other packers concluded to participate in a good thing, a 50-cent advance occurring when they all stepped up to the trough. Somewhere the bottom of the slump will be reached, and the big packers will resume killing on both benches.

Sheep and Lambs Show Stability

Live-mutton trade has been the most stable phase. Fluctuations on lambs have been 50 to 75 cents per cwt. in a week in extremes, and at the end of October prices showed little net change, compared with thirty days previously, sheep having gained ground meanwhile. A $16 top on lambs early in October was pared to $15.25, followed by a healthy reaction, on which $15.90 was paid, the bulk of the lambs selling at $14.75 to $15.50 during the month. It has been an $8 to $8.25 market for choice ewes, and $8.75 to $9.50 for wethers, yearlings selling at $11.50 to $12.25. Killers have bought heavy native ewes, which now comprise the bulk of the heavy

mutton supply, at $6.50 to $7.50. A dearth of feeding lambs kept that trade on a $15 to $15.50 basis, demand being insatiable. Breeding ewes have been so scarce most of the time that reliable quotations could not be made, full-mouths selling at $8.75 to $9.50, yearlings at $12.50 to $13, and aged feeding ewes as low as $3.50. Fat western lambs were practically all in by the end of October, and the residue of the native crop was rapidly disappearing, so that, by the middle of November, killers will be dependent on western lambs in feeders' hands, a large percentage of which will move early and in deficient condition.

HEAVY STEER HAS NOT REGAINED HIS POPULARITY

J. E. P.

REVERSION OF POPULARITY to heavy beef is a fallacy that some people nurse merely because a few kosher cattle have commanded a premium by reason of scarcity. The fact that 1,400- to 1,600-pound steers have been eligible to $15.50 to $16.25, which six months ago would have been well sold at $9.50 to $10, does not spell popularity of heavy cuts or any considerable demand for such product. Had a few more such cattle been available recently, these prices would have been impossible. Beef from cattle costing $14 to $16 per cwt. on the hoof can be used only in limited quantities.

Not only does demand center on light beef, but an enormous quantity has been absorbed recently. It has been a crop of light and handy-weight cattle all summer and fall, which accounts for the celerity of the clearance. During the first five months of 1925 a crop of overweight steers was vended with difficulty. Making another such crop is doubtful, if not impossible, as few 1,000-pound bullocks have gone into feeders' hands, and it is not likely that lighter cattle will be carried long enough to show up at the market weighing 1,200 pounds or more. Because light cattle have been appraised below heavy bullocks does not mean that they have been less profitable; on the contrary, all the light cattle that were intelligently bought and handled in the feed-lot have made money.

Tim Ingwersen is an accepted beef authority. He emphasizes the hazard incidental to carrying cattle into weight, even if corn is plentiful and reasonably cheap. Charles H. Swift, in his address at the recent packers' convention, took the same view. American consumers, for economic and other substantial reasons, are definitely "off" heavy beef. At that, a moderate quantity can be utilized for kosher, hotel, and other special purposes. To be profitable to the feeder, it must realize a substantial premium over the product of light cattle.

EWES IN UNDIMINISHED DEMAND

J. E. P.

EARLY BIDDING on the 1926 lamb crop is "one best bet," to use a sporting term. Breeders may be too high in their ideas of values to justify actual trade, but the situation is pregnant with activity. Washington statisticians may advertise increasing production, but their calculations will have scant influence on sentiment, as the trade is pronouncedly, exuberantly bullish.

By this time the 1925 crop has gone either to the killer or to the feeder. That it was not large enough to go around is indicated by the fact that up to the close of the season feeders were clamorous for thin western lambs at prices ranging from $15 to $16 per cwt. How many more they would have taken at the prices must be left to conjecture, as lambs were not available; but they never faltered, even when the fat-lamb market showed symptoms of demoralization. It may be a case of misplaced confidence in the winter market, but the money was paid cheerfully.

Considerable difference of opinion exists as to the probable course of the winter lamb market. Obviously feeders must get good money for finished lambs to let them out whole, not to speak of a profit. They will doubtless get a big price for the gain, based on cost of feed; but the margin of profit will necessarily be small. The situation has been complicated by an unprecedentedly heavy movement of thin lambs from the northwestern breeding-ground, especially Montana and Wyoming, to feed-lots. This movement has evaded the statisticians, and can only be "guesstimated." Its volume is indicated by the fact that over 100,000 lambs went into Indiana that never came in contact with a public market. A similar direct movement of considerable volume has also gone into Iowa and Illinois. It is both a popular and an economic development.

Right on the heels of the run of western grassers came the advance guard of western lambs that had been running in corn-fields. This year they did not do well, owing to a wet October; but the moment Michigan buyers had access to "come-backs" they bid eagerly, the probability being that they will buy second-hand lambs all winter. Going out on the range to buy is impossible; otherwise speculators would be in that game with both feet. Surviving ewe lambs of the 1925 crop are so closely held for breeding purposes that dislodgment is impossible.

That scarcity of both sheep and lambs exists is not open to debate. Relief is some distance away, even if several succeeding crops of ewe lambs are conserved, and current prices exert a constant magnetic influence at the shambles. Prediction of prompt rehabilitation of western and native breeding flocks emanates from certain quarters where "dope" is given more serious attention than facts. Heretofore it has been possible to restore depleted farm flocks east of the Missouri River with celerity by the simple, if not inexpensive, process of making drafts on western ewe bands; but in this instance money will not accomplish the purpose, as the ewes are not there. This rehabilitation process embraces the so-

called range country equally with the farming area. The whole country is short of breeding stock.

Assuming that a big native-lamb crop is assured next year, or in 1927, simply because prices are high, is as absurd as was the announcement of a substantial increase this year. It is indisputable that production follows price; also that the farming states will "get back" into sheep as rapidly as ewe conservation and accumulation permit; but it does not necessarily follow that by 1927 or 1930, or any other definite season, lamb production will be overdone. In their way the apostles of excess production are as pestiferous as heralds of famine. Both are short of facts, but long on opinion.

There is no logical reason why next season's lamb crop should not realize as much as the one just passed along by western breeders to killers and feeders. A few more native lambs will be grown, but the increase will be moderate, as few western ewes were available, and native ewe lambs held back this season will not produce lambs until the spring of 1927, owners depending on wool to pay carrying charges meanwhile. Western breeders will be under the necessity of holding several crops of whiteface ewes, if, indeed, they are able to recuperate breeding flocks within the next half decade. Meanwhile they will have little to pass along to eastern farmers, except females that have outlived their usefulness on the range.

Present indications are that the trading season on 1926 lambs will open early. There will be a broad demand for pregnant ewes right along. The entire eastern farming community is clamorous for breeding stock, orders for an incredible number being unfilled. The cry comes from Virginia, New York, New England, Kentucky, Tennessee, Ohio, and the entire Corn Belt. Should wool hold present prices, and fat lambs continue to realize $15 to $16 per cwt., it will be even more insistent next season.

THE KANSAS CITY MARKET

BY M. Y. GRIFFIN

[Bureau of Agricultural Economics]

KANSAS CITY, MO., October 31, 1925.

CATTLE RECEIPTS were rather liberal this month, exceeding those of September by approximately 15,000 head. Trading was fairly active on early days, but increased country loadings and a restricted outlet later resulted in a slow trade on most killing classes. The market on steers and yearlings was extremely dull at times, and prices broke on practically all grades. In general, well-finished steers and yearlings, and steers of nearly all grades with weight, are finishing the month 25 to 50 cents lower. In-between grades, which include the bulk of short-feds, are closing 50 cents to $1 lower, and grassers are 25 to 50 cents off. There was a fair showing of fed offerings early in the month, but the quality was very plain toward the close. Top for the month of $15 was paid for a load of long yearlings. A few loads of heavy steers made $14, and best medium-weights cashed at $13.50. Most of the grain-fed offerings were selling at $10.75 to $12.50 on closing days. Short-feds and grassers predominated. The better grades of short-feds turned at $9.50 to $10.50, and less desirable kinds at $8.25 to $9.25. The quality of grassers was less desirable than the previous month, there being comparatively few that went into killer channels at the close above $8, and the majority turned at $6.25 to $7.50. Slowness accompanied the trade in the she-stock contingent. As a result, heifers are finishing 25 to 40 cents lower; butcher cows, steady to 25 cents lower; and canners and cutters, 10 to 15 cents lower. Grain-feds were extremely scarce. Occasional loads of grained heifers turned at $8.50 to $10, and odd lots of grained cows at $7 to $7.50. The bulk of grass-fat heifers sold on closing days at $5 to $6.50; grass-fat cows, at $4 to $5.75; canners, at $3.25, with shells at $3.10 to $3.15, and cutters, at $3.40 to $3.75. Calves registered a $1 to $1.50 decline. Choice veals are selling at $11 to $11.50, and a few upward to $12. Medium-weights realized $7.25, and heavies $7. The movement of stockers and feeders to the country was fairly broad, but the outlet narrowed toward the close, and a 25- to 50-cent price decline was put into effect. Better grades of feeders were selling on closing days at $7 to $8.25, occasional loads at $8.50, and others mostly at $6 and $7. The bulk of stockers are clearing at $5.50 to $8. Stock heifers slumped 15 to 25 cents, but stock cows held about steady. Stock heifers are clearing mostly at $4.75 to $6.50; stock cows, at $3.50 to $4. Stock calves slumped 25 to 50 cents. Better grades turned frequently at $7 to $8.25, and occasional loads at $8.50; plainer kinds, on down to $6 and below.

Hogs.—The marketward movement of hogs shows a decrease of over 100,000, as compared with the corresponding month last year. A lower undertone has featured the trade throughout the month, and only the consistent demand by shippers for lighter-weight offerings has retarded the downward trend and prevented further declines in values. As compared with September, prices, as a rule, are from $1.50 to $2 lower, with lighter types showing the minimum loss. On the final session in October choice light-lights scored the extreme top of $11.60, as compared with $13.30 for the same class a month ago. Urgent demand from small killers has resulted in keeping light hogs at the top, and on numerous days they have sold at a premium of 15 to 25 cents over other classes. Packing sows have also been under pressure, and prices have been reduced $1.50 to $1.75 for the period under review, and on closing days most sales were made at $9.50 to $10.25. Trade in stockers and feeders has been curtailed considerably by

the prevalent demand for slaughter during the latter part of the month. Country demand has been rather limited, and prices have been slightly higher than those paid for choice hogs going to killers.

Sheep.—Receipts dropped off sharply the last two weeks of the month, as the range shipping season in territory supplying the local market approached the end. The quality of range arrivals was less desirable from a killing standpoint, but the few natives offered registered improvement, as most shipments showed evidence of feed. This condition caused a contraction in the price spread, and late sales of range offerings, fed westerns, and natives were within a comparatively narrow price range. Fat-lamb prices registered almost daily fluctuations, tops ranging from $14.85 to $15.75; but closing quotations show practically no change, compared with the preceding month's close, when best sold around $15.50. The meager supply of fat sheep sold at generally steady prices, with best fat ewes upward to $8, and others largely at $7.25 to $7.75. Demand for feeding lambs was fairly consistent, most desirable-weight offerings moving at $14.75 to $15.

THE DENVER MARKET

BY W. N. FULTON

DENVER, COLO., November 2, 1925.

MORE LIBERAL MARKETING than the trade looked for was the feature of the cattle market at Denver during October. Prices continued on a fairly good basis, and values at the present time are considerably above those of one year ago. Comparatively little change is noted in the prices of cattle from the beginning of last month. The strong demand for feeding cattle to go to Corn Belt feed-lots is a factor in maintaining satisfactory prices, while Colorado buyers have been busy the last two or three weeks taking their quota of stock to supply local feed-lots. Good fat steers sold early in October at $8.50 to $9; the same grades were bringing about the same prices at the close of the month, with a few scattered sales of choice to fancy animals up to $10. Cows sold at $5 to $5.75 for a fair to good grade early in the month; later there was some slump in values, but during the closing days the loss was practically all regained, and at the end of the month about the same prices prevailed as at the opening. Heifers sold early in the month at $5.50 to $7, whereas at the close comparatively few got above $6.75. A strong demand for desirable fleshy feeder cattle was maintained, and values fluctuated less than in other departments. Desirable feeding steers sold at $7.25 to $7.75 much of the time, with choice, fleshy animals up to $8.25. The buying is somewhat later this year than usual, and is expected to continue throughout the entire month of November.

Hogs.—Seasonal declines in hog prices were the rule. The market began to decline during the first few days of October, and continued on a fairly even basis during the later weeks. A top of $13.10 for choice hogs was made early in the month. By October 17 prices had declined to $11.50 for tops, and at the close of the month the best grades sold at $11.85. Dealers look for present market prices to be fairly well maintained throughout the fall shipping season.

Sheep.—Under strong demand, trade in the sheep division was fairly active from day to day, and prices were well maintained on fat sheep and lambs, while feeding lambs show an advance of approximately 50 cents per cwt. Good-quality fat lambs were going to packers at the beginning of the month at

$14.75 to $15.15. Early declines carried the top to $14.50 by the middle of the month, but later the loss was regained, and at the close choice, fat lambs were selling at $15.15. Feeding lambs were selling at $14.50 to $14.65 early in October. Strong demand prevailed throughout the entire month, and at the close desirable feeders were bringing $15 to $15.25. Although feeder-lamb prices are considered dangerously high in some quarters, the demand is greater than the supply. Good fat ewes were selling at $7 to $7.50 early in the month, and at the close about the same prices were prevailing. Feeder ewes were selling at $6 to $6.50 throughout most of the month. Inquiry was strong for one-year breeding ewes, and prices advanced from a top of around $8 to $8.50 early in the month to $9 for best grades at the close. Flockmasters are reported to be holding their ewe lambs in the country to augment their breeding flocks, which accounts for the fact that the supply at market is not so large as one year ago.

Horses.—Strong demand prevailed throughout the month for horses and mules of all classes. Several foreign countries had buyers here inspecting horses for shipment abroad, and buyers were also here from all sections of this country securing supplies. Prices were well maintained. Good-quality draft horses are selling at $125 to $225 each, and good draft mules are bringing about the same prices. Chunks are selling all the way from $60 to $90, and light, unbroken horses from $20 to $40. Inquiry is best for good-quality heavy work horses and for desirable mules of all classes.

THE OMAHA MARKET

BY CHARLES BRUCE

[*Bureau of Agricultural Economics*]

OMAHA, NEB., October 31, 1925.

A MARKETWARD MOVEMENT OF CATTLE of approximately 225,000 head stands as the largest October run since 1922. The big end of the movement has consisted of grassers, although the supply has been augmented by short-fed cattle from local trade territory. Numbers, here as elsewhere, proved a bearish factor, and the general trend of prices throughout the month has been lower. As markets are best for what is scarcest, buyers were able to hit the classes that did not come in for competition, in-between grades suffering the greatest loss. Finished steers and best-quality feeders show the least decline, and, with an apparently broad demand for cheap beef, slaughter cows and low-medium grassers escaped severe punishment. Fed steers are closing the month 50 cents to $1 lower, the big end of the decline being on short-fed offerings, while range beef is not to exceed 25 to 50 cents lower. This break is also applicable to cows and heifers, with bulls, canners, and cutters holding steady. The market for veal developed strength, and closing prices are 25 to 50 cents higher. Outstanding sales for the month are finished heavy steers at $13.75, long yearlings at $14, and best grassers at $9 to $9.75. Feeders do not show any great increase, but western men report a generous movement direct from ranges into Corn Belt feed-lots. This direct movement has proved a stabilizing influence, and, while the drift to prices during the month has been easier, closing quotations do not show more than a 25- to 50-cent decline from the end of September. Good-quality heavy feeders have found an outlet at $7.50 to $8.50, with cattle in good flesh, suitable for a short feed, upward to $9.35. The general run of yearlings have shown a spread of $6.50 to $8, with several loads making $8.25 to $8.50, and common light stockers downward to $5. The proportion of thin cows and heifers has been relatively small, and the entire market shows a touch of strength, with thin cows closing as much as 25 to 50 cents higher than at the end of September, and heifers steady to strong.

Hogs.—The hog market has been minus the support of order buyers throughout the month, and, while receipts have been moderate, packers, in anticipation of increased receipts, have led in a general bear raid on prices. It has been a case of buying just sufficient to supply immediate needs, and any excess aided in forcing prices to a lower level. Toward the end of the month there was a slight reaction, although closing prices, compared with the end of September, uncover a net decline of $1.50 to $1.75 on all classes. The bulk of sales on October 31 ranged from $9.60 to $11, with the top at $11.15.

Sheep.—The market for sheep and lambs has carried a good undertone, with price fluctuations very small. Fat range lambs, natives, and fed westerns have cleared largely at $14.75 to $15.50, the latter price being 50 cents higher than scored at the end of September. Yearlings and sheep show about the same gain, medium to good yearlings being quoted at $10.50 to $11.50, aged wethers mostly at $8 to $9, and desirable-weight fat ewes at $7 to $8. Breadth has featured the demand for feeders, and closing prices stand 25 to 50 cents higher than a month ago. The big end of range feeding lambs has moved into the country at a spread of $14.50 to $15.25, with a top of $15.40. The supply of breeding ewes has been moderate, with prices strong, broken-mouth and full-mouth ewes clearing at $8 to $9, and yearlings and two-year-olds noted upward to $10 and a little above.

"We like your publication, as it prints the things dear to the heart of the stockman."—I. K. HUNTSBERGER, Great Falls, Mont.

THE PORTLAND MARKET

[*Bureau of Agricultural Economics*]

NORTH PORTLAND, ORE., November 2, 1925.

AFTER STARTING October on a steady price basis on most classes of cattle, two weeks of excessive runs, in which she-stock predominated, forced a 50-cent decline on cows and heifers; and, alhough receipts have been moderate since then, this loss was not regained up to the close of the month. Steers arrived in such limited numbers that sellers were able to hold values at the previous month's levels, and at the close of October there were spots in the beef-steer sales which were 15 cents above September's close. Calves and vealers struck the toboggan during the second week of the month, and have been dropping gradually since, leaving closing schedules fully $1 to $1.50 lower, with spots as much as $2.50 down. Throughout the month most of the steers suitable for the killer outlet have ranged from $6.75 to $7.75, with occasional loads at $8 to $8.15, while off-quality kinds went to killers frequently as low as $6 and under. Cows and heifers sold mostly at $3.50 to $5, although there were numerous load lots of better grade she-stock at $5.75 to $6.25, and $6.50 was reached in a number of instances early in the month. Canners and cutters have remained in the old groove of $1.50 to $3. Best milk vealers, like the kinds going readily during the opening week at $12 to $12.50, were hard to dispose of at the month's close at $9.50 to $10, with the bulk of desirable grades now cashing at $8 to $9.50. Heavy calves also suffered, and the bulk of the offerings are being taken at $4 to $5, with only occasional sales of good strong-weights reaching $8. Cull and common vealers are hard to dispose of at $4.50 to $6. The feeder movement fell off considerably in volume, as compared with September, although no appreciable price changes were noted. The few steers now going to the country are bringing $5.75 to $6.25.

Hogs.—Prices fluctuated in the hog division, and, although at the end of the second week they were considerably higher than at September's close, they suffered sharp declines later, and quotations at the close of October are 50 cents to $1 under a month ago, with spots showing even greater loss. The majority of desirable butchers are now moving at $12.25 to $12.50, against a closing top of $13.65 for September and $14 at October's high time. Heavies and underweights are cashing at $12 down. Most of the packing sows are moving at $9 to $10.50, with rough heavies as low as $8. A spread of $11.50 to $12 is taking the majority of the slaughter pigs. Feeder-pig demand showed the most irregularity, and whereas at the high time they were from $1 to $2 above September's close, they are now nearly back to last month's levels.

Sheep.—Light runs have prevailed in the sheep division throughout the month, and the big majority of arrivals came on contract, so that hardly enough were left for the open market at any time to give values a fair test. Quotations on all classes, which are on a purely nominal basis, are about where they were a month ago. Best handy-weight fat lambs are still quotable up to $13, yearlings to $10.75, and ewes to $7.

THE CALIFORNIA MARKET

AT SAN FRANCISCO, at the end of October, medium to good Nevada and Oregon steers realized $8 to $8.35, with a few up to $8.50. Utah and California heifers brought $5.50 to $5.75, and medium Nevada cows $5. Good to choice calves were absent, but medium-grade southwesterns sold at $8 to $8.50. All prices are based on off-car costs.

At Los Angeles, steers and the better grades of she-stuff were steady; others, weak to 25 cents lower. Top steers were quoted at $8.50; the bulk, at $7.50 to $8.25; common, down to $6. The highest price paid for heifers was $6. Cows ranged up to $5.90, most northerns going at $5 to $5.85, and southwesterns at $4 to $4.75. Southwestern calves cleared at $7.50 to $8.25, with commons down to $5. All prices based on stock-yard sales.

HIDES HAVE UNDERLYING STRENGTH

J. E. P.

DESPITE THE HEAVY TAKE-OFF for months past, hides are good property. The big packers have been well sold up right along, and, while the market is quiet, it has underlying strength. High rubber prices have materially stimulated leather consumption, especially in belting. Spready native steers are selling at 19 cents; heavy native steers, at 17 to 17½ cents; heavy native cows, at 16½ cents; light native cows, at 15 cents; bulls, at 13 cents. Butt-branded steers are quoted at 15½ cents; Texas steers, at 15 cents; Colorado steers, at 14½ cents; light Texas steers, at 14 cents; branded

cows, at 12¾ cents; branded bulls, at 9½ to 10½ cents. Trade in country hides is unsettled, heavy steers being quoted at 12½ to 13 cents; heavy cows, at 12 cents; buff weights, at 12½ to 13 cents; western all-weight country branded, at 10½ to 11 cents—flat, delivered. These are Chicago quotations.

The leather industry is coming around, after several years of depression, and it is reasonable expectancy that hides will derive some benefit therefrom. Current prices are 3 cents higher than in May, 1 cent higher than a year ago, 2½ cents higher than at the corresponding period of 1923, but 4 cents lower than in 1922. In 1921, when the big break occurred, No. 1 heavy native steer hides sold in Chicago at 9 cents, the low point being uncovered in May. In January, 1920, the same grade sold at 40 cents; showing an extreme decline of 31 cents from the crest of 1920 to the bottom of 1921. In October, 1913, No. 1 hides sold at 19¾ cents in Chicago, against 17½ cents this year. Fluctuations this year are from 14½ to 17½ cents, the low point being from March to June, since when 3 cents has been put on. As hides are well sold up, and tanners are doing business on a hand-to-mouth basis, fractional advances may be expected, the technical position of the trade being excellent.

LIVE STOCK AT STOCK-YARDS

APPENDED ARE TABLES showing receipts, shipments, and slaughter of live stock at sixty-four markets for the month of September, 1925, compared with September, 1924, and for the nine months ending September, 1925 and 1924:

RECEIPTS

	September		Nine Months Ending September	
	1925	1924	1925	1924
Cattle*	2,157,374	2,565,772	16,939,435	16,513,232
Calves	565,528	628,123	5,135,323	4,760,364
Hogs	2,740,582	3,216,050	32,315,217	39,915,825
Sheep	2,627,449	3,027,361	15,582,295	15,422,545

TOTAL SHIPMENTS†

	September		Nine Months Ending September	
	1925	1924	1925	1924
Cattle*	937,609	1,166,256	6,239,131	6,440,346
Hogs	1,092,199	1,251,806	11,801,299	14,703,001
Sheep	1,618,822	1,876,372	7,724,792	7,623,261

STOCKER AND FEEDER SHIPMENTS

	September		Nine Months Ending September	
	1925	1924	1925	1924
Cattle*	421,529	580,160	2,278,110	2,357,763
Calves	18,005	24,418	128,365	96,993
Hogs	33,271	34,659	349,035	363,194
Sheep	838,964	973,219	2,228,054	2,357,256

LOCAL SLAUGHTER

	September		Nine Months Ending September	
	1925	1924	1925	1924
Cattle*	1,226,516	1,311,709	10,532,370	9,884,680
Calves	397,821	436,161	3,898,990	3,570,592
Hogs	1,645,136	1,959,044	20,508,300	25,195,757
Sheep	980,804	1,097,225	7,821,206	7,750,882

*Includes calves.
†Includes stockers and feeders.

LIVE-STOCK MARKET QUOTATIONS

Monday, November 2, 1925

CATTLE AND CALVES

STEERS:	CHICAGO	KANSAS CITY	OMAHA
Good to Choice (1,500 lbs. up)	$12.25-15.85	$11.85-15.50	$11.75-15.00
Choice (1,100 to 1,500 lbs.)	13.75-15.85	13.15-15.25	12.85-15.00
Good	10.00-14.15	9.25-13.50	9.25-12.85
Medium	7.85-10.15	7.10- 9.50	6.90- 9.25
Common	5.50- 7.85	4.85- 7.10	4.60- 6.90
Choice (1,100 lbs. down)	13.00-15.40	12.60-14.75	12.60-14.70
Good	9.75-13.25	9.00-13.15	9.00-12.60
Medium	7.50- 9.75	7.00- 9.25	6.85- 9.00
Common	5.25- 7.50	4.50- 7.00	4.40- 6.85
Canners and Cutters	4.00- 5.25	3.50- 4.50	3.25- 4.40
LIGHT YEARLING STEERS AND HEIFERS:			
Good to Choice (850 lbs. down)	8.90-13.85	8.75-13.40	8.75-13.60
HEIFERS:			
Good to Choice (850 lbs. up)	7.00-11.75	6.75-11.25	6.60-11.50
Common to Medium (all weights)	5.00- 7.00	4.00- 6.65	4.25- 6.60
COWS:			
Good to Choice	5.50- 8.65	5.00- 8.00	5.25- 8.65
Common to Medium	3.85- 5.50	3.85- 5.00	3.75- 5.25
Canners and Cutters	3.00- 3.90	2.85- 3.85	2.85- 3.75
BULLS:			
Good to Choice (1,500 lbs. up)	5.15- 6.50	4.50- 5.25	4.50- 5.75
CALVES:			
Medium to Choice	5.00- 8.25	4.00- 7.25	4.75- 7.50
VEALERS:			
Medium to Choice	9.25-13.25	7.00-12.00	8.75-12.00
FEEDERS AND STOCKERS—			
STEERS:			
Good to Choice (800 lbs. up)	7.25- 8.75	6.75- 8.75	6.75- 9.00
Common to Medium	5.50- 7.25	5.00- 6.75	4.85- 6.75
Good to Choice (800 lbs. down)	7.00- 8.50	6.25- 8.50	6.25- 8.50
Common to Medium	5.00- 7.00	4.25- 6.25	4.25- 6.25
HEIFERS:			
Common to Choice	4.50- 6.00	4.25- 7.25	4.25- 7.00
COWS:			
Common to Choice	3.50- 4.50	3.25- 4.35	3.25- 4.25
CALVES:			
Common to Choice	....	4.50- 8.50	4.00- 8.50

HOGS

Top	$11.60	$11.25	$11.00
Bulk of Sales	10.30-11.20	10.90-11.15	9.35-10.75
Heavy Weights, Medium to Choice	10.75-11.35	10.70-11.05	10.35-10.75
Medium Weights, Medium to Choice	11.00-11.35	10.90-11.15	10.50-10.85
Light Weights, Common to Choice	10.70-11.35	10.90-11.25	10.50-10.85
Light Lights, Common to Choice	11.00-11.60	10.75-11.25	10.25-10.85
Packing Sows	9.30-10.15	9.50-10.00	9.00- 9.50
Slaughter Pigs, Medium to Choice	11.25-12.00	10.75-11.25	10.00-11.25

SHEEP AND LAMBS

LAMBS:			
Medium to Choice (84 lbs. down)	$13.75-15.50	$13.75-15.60	$13.50-15.50
Culls to Common (all weights)	11.00-13.75	10.00-13.75	10.50-13.50
YEARLING WETHERS:			
Medium to Choice	10.00-13.25	10.00-13.00	9.75-12.00
EWES:			
Common to Choice	4.50- 8.25	4.75- 8.00	4.50- 8.00
Canners and Culls	1.50- 4.50	1.50- 4.75	1.25- 4.50
FEEDING LAMBS:			
Medium to Choice	14.00-16.00	13.50-15.25	14.00-15.40

FEEDSTUFFS

THAT COTTONSEED CAKE AND MEAL, 43 per cent protein content, f.o.b. Texas points, was selling at $2 less than last month, or $34, will be welcome news to stockmen. On November 2, at Kansas City, the hay market was as follows: Prairie—No. 1, $14 to $15; No. 2, $12.50 to $13.50; No. 3, $10 to $12; packing, $7.50 to $9; alfalfa—select dairy, $24.50 to $26.50; choice, $22.50 to $24; No. 1, $21 to $22; standard, $18 to $20.50; No. 2, $15 to $17.50; No. 3, $9.50 to $14.50; timothy—No. 1, $19; standard, $18 to $18.50; No. 2, $16 to $17.50; No. 3, $11 to $15.50; clover-mixed—light, $18 to $18.50; No. 1, $16.50 to $17.50; No. 2, $11 to $16; clover—No. 1, $15 to $17; No. 2, $9.50 to $14.50.

HOLDINGS OF FROZEN AND CURED MEATS

BELOW IS A SUMMARY of storage holdings of frozen and cured meats on October 1, 1925, as compared with October 1, 1924, and average holdings for the last five years (in pounds):

Commodity	Oct. 1, 1925	Oct. 1, 1924	Five-Year Average
Frozen beef	19,806,000	28,599,000	38,711,000
*Cured beef	21,002,000	18,939,000	19,723,000
Lamb and mutton	1,118,000	2,525,000	7,807,000
Frozen pork	54,455,000	77,986,000	75,170,000
*Dry salt pork	128,288,000	135,702,000	157,765,000
*Pickled pork	284,592,000	351,485,000	317,016,000
Miscellaneous	52,470,000	57,201,000	60,071,000
Totals	561,731,000	672,437,000	676,263,000
Lard	71,338,000	84,198,000	85,303,000

*Cured or in process of cure.

OUTLOOK GOOD FOR HEALTHY WOOL TRADE

J. E. P.

A STILL HUNT for vagrant packages of wool is in progress all over the country. Three months ago the assumption was that opportunity to show contempt for the Volstead Act was necessary to tempt a wool-buyer from his beaten path, or induce him to spend any considerable sum for railroad fare; but, under present conditions, he will ransack any nook or cranny, or follow any lead likely to uncover an armful of wool. Buyers are flivvering in frenzied fashion for pick-ups. The other day a Boston man surprised the trade at Portland, Oregon, by invading that burg and insisting on getting down bids on wool, the existence of which had been previously ignored. What is equally significant is that whenever a trade is made it is with the distinct understanding that the stuff is to go aboard the cars that day.

This vigorous purchasing campaign will soon dispose of the remnant of the 1925 wool clip, putting growers in an excellent strategic position to dicker on the 1926 take-off. The market is strong, with an advancing tendency everywhere, including the Northern and Southern Hemispheres and all five continents. Ninety days hence it is probable that eastern dealers will be bidding on the new clip in the West, although it is doubtful if they will be able to contract much in advance of shearing, except at prices higher than current quotations.

Foreign markets have appreciated to the extent of 5 per cent, Australia is buoyant, and the recently sluggish British trade is picking up. Germany is buying food conservatively, but appears to have abundant funds wherewith to acquire wool. Purchasing meats means outlay; when wool is bought, the manufactured product, sent to foreign markets, means credits. France, despite the depreciating franc, has been able to buy wool in large quantities; little Belgium is as busy in the textile sphere as in steel-making; and Japan is an active customer. Even in this market—admittedly the lowest in the list—wool prices are advancing.

French buying has been mainly responsible for a booming wool market at the Cape. Australian sales reveal continued strength, American buying being in no small measure responsible. At the recent Brisbane sale, at which little wool suited to our needs was offered, France took practically everything at a 5 per cent advance. Quarter-blood Ohio is selling at 51 cents, that price having been refused. At Philadelphia a large package of quarter and three-eighths bright sold at 50 cents. However, current trade is mainly in small lots.

Beyond this, discussion of wool prospects at this season is superfluous.

TRADE REVIEW

SEPTEMBER'S FOREIGN TRADE

EXCESS OF EXPORTS over imports in September reached $73,000,000—the highest amount since January. Exports increased by 11.1 per cent over August's total, while imports showed a gain of 2.5 per cent. With the September figures preliminary, the values follow, compared with last year's record:

	September		Nine Months Ending September	
	1925	1924	1925	1924
Exports	$422,000,000	$427,459,572	$3,504,828,015	$3,124,490,750
Imports	349,000,000	287,144,334	3,078,549,084	2,669,870,914
Excess of exports	$ 73,000,000	$140,315,238	$ 426,278,931	$ 454,619,836

EXPORTS OF MEAT IN SEPTEMBER

EXPORTS OF MEAT PRODUCTS and animal fats for the month of September and the nine months ending September, 1925, as compared with the corresponding periods of 1924, were as below (in pounds):

BEEF PRODUCTS

	September		Nine Months Ending September	
	1925	1924	1925	1924
Beef, fresh	227,026	269,662	2,697,931	1,896,094
Beef, pickled	1,997,879	2,186,885	16,200,035	15,991,942
Beef, canned	128,201	150,822	1,614,502	1,244,424
Oleo oil	5,653,913	9,581,831	73,494,414	73,730,478
Totals	8,007,019	12,189,200	94,006,882	92,862,938

PORK PRODUCTS

	September		Nine Months Ending September	
	1925	1924	1925	1924
Pork, fresh	1,777,116	1,531,027	15,997,052	23,105,112
Pork, pickled	2,685,687	2,374,669	20,373,528	22,412,539
Bacon	17,664,684	24,454,505	153,317,143	259,645,951
Hams and shoulders	15,235,156	18,662,060	211,465,306	263,750,512
Sausage, canned	242,822	333,275	2,985,326	2,750,182
Lard	60,646,031	65,909,801	533,264,348	757,259,445
Neutral lard	1,761,007	1,463,316	14,261,740	20,997,765
Lard compounds	1,389,022	384,181	9,330,765	4,732,982
Margarine	43,575	48,413	491,099	614,557
Totals	101,445,100	115,161,547	961,486,798	1,355,369,045

Twenty cents of every dollar spent for food by the average American goes for dairy products. The average consumer uses 1,000 pounds of milk products yearly.

ROUND THE RANGE

LIVE-STOCK AND RANGE REPORT FOR OCTOBER

Western range and feed conditions continued to improve during September, and the prospects are very good for an ample supply of hay and feed for the winter season, according to the report issued by the Denver office of the Division of Crop and Live Stock Estimates. Oklahoma, Texas, and New Mexico showed the greatest improvement in range conditions, while the western portions of the Dakotas, Nebraska, and Kansas had slight gains. Due to an abundance of rainfall, which broke a prolonged drought in the three southwestern states, ranges, pastures, and fall-planted feed crops had made large amounts of much-needed feed. Ranges in western Kansas and Nebraska had improved somewhat, and prospects were good for an abundance of wheat pasture. Grass cured well in Montana, Wyoming, and the western part of the Dakotas, and, supplemented by bountiful hay and grain crops, will carry stock through the winter in fine shape. Colorado ranges were very good, but some parts were in danger of early frost. In all states west of the Continental Divide conditions ranged from good to excellent. For all of the seventeen western states the condition of the range was estimated at 92 per cent of normal, compared with 89 per cent in September and 74 per cent one year ago.

Due to the excellent range conditions of the past summer in all except the drought-stricken Southwest, cattle had attained and held a high condition of flesh. In Texas and New Mexico, however, they had made remarkable improvement during the month of September, and, with good feed prospects in sight, very few winter losses were expected. The fall movement to market started a little earlier than usual; yet the volume was not expected to be any larger than last year, but strung out

over a longer period. The country demand had been strengthened considerably by local trading. Where possible to get financial backing, cattlemen were restocking, making the outlook much brighter than for the past several years. Condition of cattle was 91 per cent, compared with 89 per cent in September and 88 per cent in October, 1924.

Sheep were moving from summer ranges in excellent condition. Lambs were somewhat heavier, and many that were intended for the feed-lots were being marketed as grass-fat. The feeder end was just beginning to reach the feed-pens. Marked improvement in the condition of sheep and lambs in Texas and New Mexico was reported. In the other western states condition continued very good to excellent. Farmers were taking large numbers of old ewes and sending the price upward. Many sections reported that sheep were taking the place of cattle for restocking purposes. Feeding operations were getting under way around the beet-sugar factories. Condition of sheep was 98 per cent of normal, the same as in September, and compared with 88 per cent a year ago.

PRICES ON LAMBS AND WOOL

Present prospects as to lamb production and market conditions indicate fairly well-sustained prices during the remainder of 1925 and into next year, with possibly a decline beginning with the marketing of spring lambs in 1926, in the judgment of the Department of Agriculture. Should the tendency to increase the number of breeding ewes continue, a lamb crop of normal size would be likely to affect prices unfavorably.

The outlook for wool is characterized as uncertain. Recovery of wool prices from the post-war depression is stimulating production all over the world. The Australian clip for the current season is expected to exceed last year's, and European countries, too, are enlarging their flocks. The prospective increase in supplies, however, is not considered sufficiently great to cause a further recession in the wool market—unless, adds the department statistician cautiously, the demand for woolen goods should fall off, the general price level should be lowered, or there should be a slump in business activity. As long as the present tariff is effective, wool prices in the United States, however, will average above the world level.

FAVORABLE FEEDER MARKET TO CONTINUE

A continuing strong market for feeder cattle seems highly probable, says the Department of Agriculture, basing its judgment on the heavy early marketings of western cattle, the better feeling among breeders, and the greatly im-

proved feed situation in the Southwest. Somewhat reduced shipments of stockers and feeders into the Corn Belt during July, August, and September, compared with the same period in 1924, are reported. During the same period, receipts of cattle at leading markets were larger than last year, due to heavy movement in July and August. September receipts, on the other hand, were much smaller than in 1924. Total shipments of stocker and feeder cattle from the twelve leading markets into all states were only 898,000 for the three months, compared with 986,000 last year, 1,369,000 two years ago, and 1,373,000 three years ago.

According to the department, the reason for the decrease "is probably found in the general shortage of pasture that has existed all summer in most of the important cattle-feeding states. This has made it impossible for farmers in many areas to buy cattle which later would be needed to consume roughage and for winter feeding. As a consequence, feeder-cattle prices in July and August were but little, if any, higher than a year ago. General rains over the Corn Belt during September, however, renewed pastures and produced an abundant supply of roughage, the good corn prospects materialized, and the demand for stockers and feeders greatly expanded, with a resulting sharp increase in prices."

UNOCCUPIED GOVERNMENT LAND

That there is still plenty of opportunities left—such as they are—for those who are anxious to renew their relations with Mother Nature, is shown by the subjoined table, giving acres of public land subject to entry in the different states. The fact that this enormous area is still unclaimed—an area over 291,000 square miles in extent, or considerably larger than the State of Texas—forcibly illustrates the contention that the Stock-Raising Homestead Act of 1916 has signally failed of its object:

States	Acres
Alabama	36,140
Arizona	13,896,860
Arkansas	233,599
California	19,626,172
Colorado	7,596,970
Florida	79,606
Idaho	9,811,031
Kansas	2,038
Louisiana	8,876
Michigan	71,691
Minnesota	264,225
Mississippi	18,546
Montana	6,784,286
Nebraska	30,671
Nevada	52,282,278
New Mexico	16,363,769
North Dakota	131,659
Oklahoma	34,533
Oregon	13,420,221
South Dakota	242,005
Utah	28,767,687
Washington	1,209,385
Wisconsin	4,652
Wyoming	15,687,833
Total	186,604,733

Perfect Illustration.—A teacher asked a pupil the definition of "vacuum." After pondering over the question for a while, the pupil replied hesitatingly:

"I have it in my head, but I can't express it."—*Answers* (London).